

The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST
OVERCAST.
Barometer 29.70

July 17, 1914. Temperature 5 a.m. 78. 2 p.m. 79.
Humidity 92 94

FRIDAY, JULY 17, 1914.

July 17, 1913. Temperature 6 a.m. 81. p.m. 86.
Humidity 89 89

五拜禮 號七拾月七年癸

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TELEGRAMS.

MEXICAN AFFAIRS.

THE PRESIDENTIAL CHANGE.

[Reuter's Service To "The Telegraph."]

London, Received July 16.

Reuter's correspondent at Mexico City says President Huerta's retirement was of a speedy and quiet nature.

Congress accepted the resignation by 121 votes to 17, and Señor Carbajal then took the oath and proceeded to the Palace, where he received an ovation.

The ex-President read a farewell message to Congress and then entrusted for Puerto Mexico, to which place H.M.S. Bristol and the German cruiser Dresden sailed hastily from Vera Cruz.

A special committee has left for Celaya to arrange for the Constitutional peaceful entry into the capital.

Reuter's Washington correspondent says the resignation is the first practical step to a quick solution of the trouble in Mexico, and may pave the way for the entry of General Carranza.

American Policy.

London, Received July 17.

Reuter's Washington correspondent states that President Wilson continues his watchful, waiting policy. He believes that other nations will decline to recognise the Carbajal or any other Government until the United States attitude has been indicated.

President Wilson has informed General Carranza that if he arrives at an agreement with Señor Carbajal for a transfer of power, the resulting Administration will be recognised in accordance with the terms of the Niagara Protocol.

HOME NEWS.

Chained to a City Statue.

"Your conduct is so extraordinary that I shall remand you for a week for the report of the prison doctor as to your state of mind."

With this remark Sir Thomas Crosby—who is himself a medical man—today at the Mansion House checked the outburst of Isabella Alexander, a well-dressed woman of 42, who was charged with disorderly conduct by chaining herself to the Wellington statue, outside the Royal Exchange, on June 17.

Glasgow Docks Ablaze.

The most disastrous fire in the history of Glasgow wrought havoc among the shipping in that port, on June 18. Warehouses and dwellings were threatened.

According to latest accounts, says the *Globe*, the united efforts of the fire brigades have not succeeded in suppressing it, and ships in port are burning with little hope of saving.

It is stated that the fire was occasioned by a man emptying some hot ashes into the water, some of which fell on the wood-work of a vessel, which then became ignited. The flames spread to cressets barrels close by, and in a brief space of time the vessel and sheds were a mass of flames, which raged with great ferocity.

Seven ships, including two lighters, were in dock, and four became involved.

One captain had to dive into the water, and was picked up by a lifeboat, which afterwards caught fire, but the flames were extinguished. The conflagration spread remarkably, and some dwelling houses in the vicinity were imperilled.

The whole dock shed, measuring 100ft. soon collapsed. The

TELEGRAMS.

MARINE ENGINEERS.

STRIKE THREAT.

[Reuter's Service To "The Telegraph."]

London, Received July 17.

The Strike Executive has decided to withdraw the engineers from every ship affected by the dispute reported on June 17. [The following telegram was received on June 17.—A general strike of marine engineers on tramp steamers began at English ports yesterday, the men demanding an increase in wages. They ask for an increase of 40/- per month for senior and 30/- per month for junior engineers. It is feared that the strike will develop into a complete stoppage of all cargo shipping, and it is expected that 700 ships will be laid up to-day, involving cessation of work in the Welsh and other coalfields.]

EMPLOYMENT OF TROOPS.

COMMITTEE TO REPORT.

London, Received July 17.

Mr. Illingworth is to move in the House of Commons for the appointment of a Select Committee to report on the circumstances under which troops may be employed in civil disturbances or threatened disturbances.

A BYE-ELECTION.

UNOPPOSED RETURN.

London, Received July 17.

Mr. Leverton Harris (Unionist) has been returned unopposed for East Worcester, the seat formerly occupied by Mr. Austen Chamberlain.

fire raged furiously, and exciting scenes were witnessed.

Two ships which were lying at the quayside caught fire, and had to be towed out into the river, though both were burned to the water's edge.

By two o'clock the quay walls for a distance of 400 yards and the new sheds had collapsed, and, together with several cranes, fallen into the dock.

The damage is estimated at £130,000, £20,000 of which is to buildings and property, the remainder being to cargoes.

Two hundred barrels of seal oil were thrown into the dock.

Gun Running in Ireland.

Telegraphing from Tallamore on June 17, an Exchange Telegraph correspondent says information has reached the police authorities that large quantities of rifles and ammunition have been landed on the Connemara coast for the National Volunteers.

Mysterious vessels have been sighted off the coast for the past week, but the coastguards were unable to get any answer to their signals. Torpedo-boats have been ordered to patrol the coast. It is stated that the rifles are of the latest American Army pattern.

New Radical Peers.

"This Government's lease of life is drawing to an end," says the *Citizen*—the official organ of the Labour Party—and there will not be many more opportunities for making fresh members of the House of Lords.

"Some right Liberal members are becoming frightened that they will be left out in the cold when the time comes for the Ministry to resign. Five of them, at any rate, will be satisfied within the next week or so. I am told definitely that one Liberal M.P. will begin on account of the fact that he is the possessor of a safe seat which is required for Mr. Masterman."

TELEGRAMS.

HEAVYWEIGHT BOXING.

SMITH DISQUALIFIED.

[Reuter's Service To "The Telegraph."]

London, Received July 17.

There was an attendance of 13,000 at Olympia to witness the fight between Georges Carpentier and "Gunboat" Smith for the Heavyweight White Championship of the World.

Smith was disqualified in the sixth round on a foul.

Except in the first round, Carpentier had the best of the fighting. In the fourth round he floored his opponent with a vicious right, Smith being down for nine seconds.

Carpentier further punished his man in the fifth round, while in the sixth he just failed to reach Smith, overbalanced and fell to his knees. Smith rushed in and delivered a terrific blow on the back of his opponent's neck, and Carpentier rose with difficulty and had to be assisted to his corner.

Smith was vigorously booed by the crowd.

TELEGRAMS.

BULGARIAN LOAN.

VEHEMENTLY DENOUNCED.

[Reuter's Service To "The Telegraph."]

London, Received July 17.

Reuter's correspondent at Sofia states that the Sobranje has discussed the 5 Per Cent. Loan of £20,000,000 which a German syndicate has secured at a price of 84, with industrial concessions, after laborious negotiations.

The debate was uproarious. The Opposition and the Socialists vehemently opposed the Loan as dishonourable and fatal to the country, whose resources were being squandered without any return.

They declared that the signature of the contract was a crime against Bulgaria's dignity and credit.

The President finally declared the Bill passed, and closed the sitting.

health, passed away very suddenly from heart failure.

He was educated at Harrow, and joined the artillery branch of the Canadian Military Service, graduating with honours in the artillery course. When Strathcona's Horse was raised at the time of the South African War he was appointed to it, and served through the campaign, receiving the medal, with three clasps, and being mentioned in dispatches.

In 1902 he accompanied the Canadian Coronation contingent to England as their adjutant.

Three years ago, when the Province of Quebec decided to open an office in London, Major Benyon was appointed Assistant Agent-General, and had acted in that capacity ever since. He was connected by marriage with the Old French-Canadian families of Quebec, and through his mother with the well-known shipping family of Allan, who control the Allan Line.

TELEGRAMS.

CHINESE & DUTCH.

APPEAL TO PEKING.

London, Received July 16.

Reuter's correspondent at Batavia says the Chinese have appealed to Peking by telegraph asking that effective measures be taken to prevent the shooting of gamblers, and the invasion of the colony by the Dutch police.

Dorchester House.

Sir George Holford, who is retiring from the 1st Life Guards after more than thirty years' Army service, has on more than one occasion been of service to the Royal Family as owner of Dorchester House. It was in that palatial mansion in Park-lane that the Shahzadah—a son of Amser Abdur Rahman—was housed during his semi-diplomatic mission to England a good many years ago. According to all accounts, the tenancy played sad havoc both with the structure and furniture of Dorchester House. What a contrast to another and later tenancy—that of the decorous Mr. Whitelaw Reid, who occupied it while he was American Ambassador. He was, needless to say, a man of great private wealth. Otherwise it would have been impossible for him to pay the rent demanded by Col. Holford, which, according to a good authority, was fully twenty-five per cent. more than his modest salary as Ambassador—*Globe*.

Allen of Many Parts.

At a meeting of the Alien Immigration Board on June 10, of fourteen applicants for permission either to settle or pass over to America, only eight passed the necessary examination.

One of the lucky ones, who came from Russia, claimed to be a "play-dotor," and said that he was also a composer. He was vouched for by a cousin who carries on business as a farrier, and work was promised him in a tailor's shop.

Death of Major J. A. Benyon.

Major J. A. Benyon, Assistant Agent-General in London for the Province of Quebec, died on June 6 at his residence in Ennismore-gardens, S.W., in his 45th year. Major Benyon, who was out of doors the day before, and then appeared to be in his usual state of

LADIES' TENNIS.

How to Acquire Correct Style.

I am often asked why ladies find it hard to improve at lawn tennis, and I think usually it is because they do not know how to make their strokes properly. The most important thing in tennis for a beginner, or indeed for any lady player, is correct style. Certainly, good style is to be desired in everyone, man or woman, but a man is so much stronger than he is corresponding inly more fitted to play strokes with mere force if he so desires. As a general rule, women have not the muscular strength of arm or wrist for any unnatural action, and the best weapons at their command are swing, timing, and touch. Thus their aim should be to obtain the maximum of effect with the minimum of effort, and if the strokes are played in the correct way, very little effort is really required. Unnatural actions lead not only to the worst results as far as tennis is concerned, but also to damage instead of benefits to health and physique.

The foundation of a good style is a correct grip, and this should be one that is comfortable to the player, and one from which it is easy to play the ball at practically any height. The "Colonial" grip is greatly at fault in this latter respect, as some strokes become absolutely impossible when the racket is held in this way. It also produces a very awkward and ungraceful action, not at all suitable for women.

TELEGRAMS.

THE TURKISH ARMY.

HOPES FOR THE BETTER.

[Reuter's Service To "The Telegraph."]

London, Received July 17.

Constantinople states that in the Chamber, the Minister of War said he hoped that the Army, though smaller, would be able to efface the black days of the past. The Government has applied to the Chamber for a credit of £5,000,000 for military armaments.

TELEGRAMS.

THE MENDOZA.

STEAMER ABANDONED.

London, Received July 17.

The steamer Mendoza, which went ashore near Punta Mogotes on the 11th inst., has been abandoned.

Correct Grips.

The simplest grip for the fore-hand stroke can be obtained as follows:—Hold the racket straight out with its face perpendicular, and then grasp it so that the "V" between the thumb and first finger comes on the left or front edge of the straight piece down the side of the handle. Close the fingers round the handle naturally, slanting slightly upwards, and the little finger will be half or three-quarters of an inch above the leather at the end. With this grip it is possible—and easy—to serve overhead or underhand, and to take any forehand stroke with the ball at any height, whether volleyed or off the ground. For the backhand the grip must be changed. The hand should be turned to the left until the whole of the back of it is showing flat on that straight side-piece where the "V" was before. The thumb should be placed straight up the front of the racket, as it gives added power and control.

The correct positions of the feet are too well-known to need recapitulation here. I have laid stress on these particular grips only because I consider them the easiest ones with which to produce all kinds of strokes in good style.

Variety of Stroke.

The phrase "all kinds of strokes" might, I think, be repeated with emphasis, because lack of variety is the chief fault in ladies' tennis of today. There must be thousands of women playing tennis who possess really only one stroke—the forehand drive across the court. Just think how their game would be improved if they possessed all the other strokes! And as a rule this is a self-imposed limit, incurred simply by lack of trying. They like their own stroke and they are perfectly content to have a useless backhand, or to say, "Oh, I can't volley."

Very often, I admit, they cannot volley or play a backhand in the way they attempt to do so—it is a physical impossibility. But they give it up at once, without trying other methods, or attempting to find out the correct way. It is a recognised fact that ladies are beginning to realise the necessity for volleying, but the number of good volleyers is still far too small. Playing at the net adds so much to one's pleasure and interest in the game that if a few hints on how to volley will help any woman out of the stagnation of the baseline, I shall feel that this article has not been written in vain.

How to Volley.

First of all, the methods of baseline strokes, and those of volleying are totally dissimilar.

TELEGRAMS.

BISLEY.

FURTHER RESULTS.

[Reuter's Service To "The Telegraph."]

London, Received July 17.

At Bisley, the Ashburton Shield (seven shots at 200 and 500 yards) was won by Sadbergh with a score of 490.

The Spencer Cup (seven shots at 500 yards) was won by Baker, of Sherborne.

Australia won the Mackinnon Cup (10 shots at 800, 900 and 1,000 yards) with a score of 1,531.

Last year Repton won the Ashburton Shield with a score of 504, while R.G. Sillars won the Spencer Cup.

Last year Australia won the Mackinnon Cup, Scotland being second and England third.

The grip is the same, or rather

the manner of holding the racket is the same, but the action is absolutely different. For ground-strokes the wrist should be flexible and loose, and the racket allowed to swing freely both before and after the actual stroke. For volleying the wrist should be tense, the racket gripped more tightly, the lower part of the back of the hand pressed down as it were on the handle, with an action that causes the head of the racket to tilt in the air. Then, except for overhead "smashes," there should be practically no back-swing, and not very much follow-through. The racket is almost still—held tight and stiff in the right place and at the correct angle for the stroke required. The wrist, in good volleying, is turned slightly as the shot is played, but there is no "swing."

Learning to volley and to make different strokes will help greatly to counteract the fright and apathy that I have mentioned before. These two apparently contradictory characteristics seem to occupy too much space in the average lady tennis-player's brain. I say apparently contradictory because in reality they are firm allies, working towards the same end of mental laziness and timidity. Most women are so dreadfully afraid of losing a point, or of losing a practice match perhaps through trying a new stroke or two—and this leads to the pathetic way in which they go on with their one stroke and their same ideas year after year, instead of learning various strokes and trying the effect of a change of tactics.

In conclusion, and by way of "rubbing in" my "lecture," I should like to quote the words of a famous authority on the game:—"Never forget that tennis is played 10 per cent. with the racket, 40 per cent. with the feet and 50 per cent. with the head."—Mrs. Larcombe in the *Globe*.

Changes in Journalism.

Mr. T. P. O'Connor, M.P., has severed his connection with *T.P.'s Weekly* and is about to start a new weekly paper, which will be another reincarnation of "*T.P.*" It will be started in October. The *Globe*, under the title of Business Newspapers, Limited, has been registered at Somerset House with a capital of £40,000 in 40,000 one-pound shares and 1,000 shilling shares. The names of the proprietors are not yet disclosed. The *World* has been acquired by Mr. de Wend-Fenton.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

Latest results at Bisley are given to-day.

President Huerta has quietly and speedily retired.

The steamer Mendoza, recently reported ashore, has been abandoned.

Mr. Leverton Harris (Unionist) has been returned unopposed for East Worcester.

The Turkish Government has asked the Chamber for a credit of five millions sterling for military armaments.

The strike executive has decided to withdraw the engineers from every ship affected in the tramp steamer dispute.

A Select Committee is to report on circumstances under which troops may be employed in civil disturbances.

The Bulgarian Parliament has passed a Loan of £20,000,000 from a German Syndicate, after vehement opposition.

Chinese in Batavia have telegraphed to Peking asking measures to be taken to prevent shooting of gamblers.

President Wilson does not believe that other nations will recognise the Carbajal or any other Government till America's attitude is indicated.

In the Heavyweight White Championship of the World, "Gunboat" Smith was disqualified on a foul when fighting Carpentier.

NEWS.

The annual meeting of the V. R. O. is reported in this issue.

"Our Contemporaries" appears on page 2, and commercial news on page 9.

General news and an article dealing with graft in America will be found on page 3.

Antoine Fournier gave a splendid exhibition of strength at the Victoria Theatre last night.

The report of the Board of Directors of the Shanghai Dock and Engineering Co., Ltd. appears in to-day's issue.

The Dodwell steamer St. Patrick is on the way to Hongkong with her bows stove in, having been in collision.

The Bandmann Opera Company's performance of "The Marriage Market" is cancelled owing to delay in the arrival of the s.s. Assaye.

Revenue Officer Langley was fined \$20 to-day and had his coxswain's certificate suspended for three months for failing to observe the rule of the road.

DON'T FORGET!

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

Third Gymkhana Meeting.
Sale of portion of tailor's stock in trade—G.P. Lammett's Sales Rooms—11 a.m.

Wednesday July 23.
Meeting of Metal Importers at Secretary's Office, H.K. Chamber of Commerce.

Thursday July 23.
General Meeting: Associação Portuguesa de Socorros Mutuos.

Monday July 27.
Meeting H.K. Central Estates Ltd.—noon.

Tuesday July 28.
Lady May "at home." Mountain Lodge.

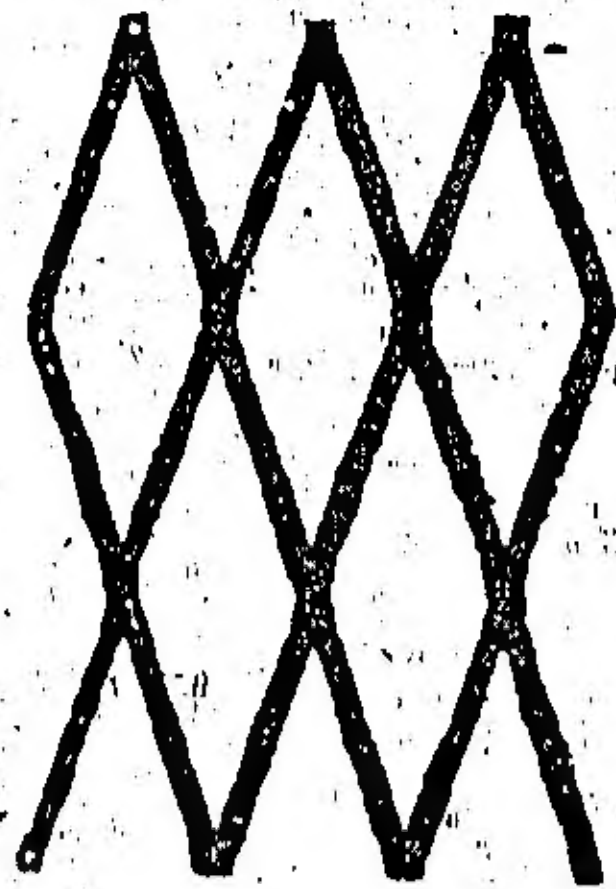
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Hongkong, June 11th, 1913.

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General Managers.

Hongkong, 16th August, 1910

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

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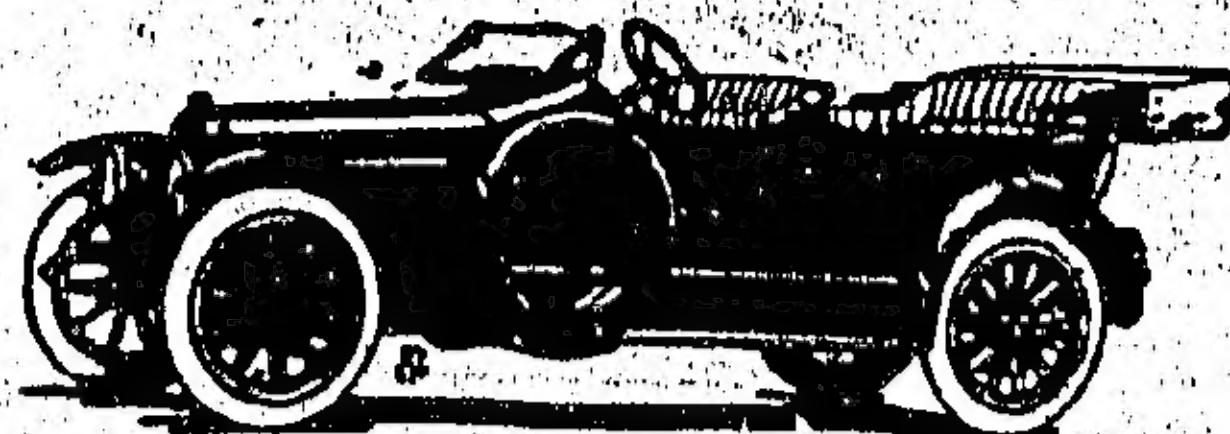
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Hongkong, July 14, 1914.

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MANAGER.

MEE CHEUNG.

ART PHOTOGRAPHER

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NECESSARY. ECONOMY IN THE OPERATION OF THIS
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Daily Press.

The Chinese Merchant.

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merchants in Hongkong had a
better reputation for business
honesty than the metal merchants.
But in recent years, and
especially since the Revolution,
that reputation has suffered
to such an extent as to need the
regulation of the trade by such
means as the meeting to which we
have referred has been convened
to consider. As the old men
whose word was as good as
their bond pass off the stage
their places are taken by younger
men who are found in too many
cases to have conceptions of com-
mercial morality which are fast
undermining the fair fame and
enviable repute of the Chinese
merchant class. They show little
hesitation about evading con-
tracts if the market rates are not
in their favour when the goods
arrive. A little rust on a cargo
of iron is frequently an excuse for
making a demand for compensa-
tion to an extent which not only
robs the foreign merchant of his
profit but multiplies him in consid-
erable loss into the bargain.

China Mail.

Hongkong's Sanitary Affairs.

The Sanitary authorities will
require to be more thorough in
their methods of inspecting such
alleyways, as it is clear that the
conditions complained of would
not have been so obvious had
there been adequate inspection.
If such inspection is made and
the owners of the buildings
alluded to given the necessary
warning of their position regard-
ing the abuse, we feel sure that
very soon there would be little
cause for complaining of the
condition of alleyways. The
matter brought forward by the
Hon. Mr. Hewitt also amounts to
a serious defect in which possibly
blame attaches to many quarters.
It is, unquestionably, as pointed
out by the Hon. Mr. Hewitt,
a "scandalous breach of the law"
that water from the main should
be used for flushing purposes,
and that it should have occurred
at such a place as was specifically
referred to is a matter for surprise
and not a little regret. The
Board, however, made it clear
that they know how to deal with
such a breach of the law, and
therefore it is unnecessary for us
to make further comment, except
to say that it is the duty of all to
assist in every way possible to
make less difficult the onerous
duties of those responsible for the
sanitary affairs of the Colony.

South China Morning Post.

Our Obsolete Navy.

Admiral Sir Percy Scott fore-
shadows the doom of the Dread-
nought and super-Dreadnought
through the advent of the
submarine and its torpedo. He
contends that battleships, and,
indeed, all vessels which do not
possess the quality of submarines,
are very shortly to become
obsolete. This pronouncement,
coming from such a distinguished
authority, has naturally been
received with some alarm in naval
circles, while the cartoonists, who
seldom take things seriously, have
been moved to the portrayal of
various versions of John Bull
weeping over the scrapping of his
costly and invincible navy.
"Submarines and aeroplanes,"
says Admiral Scott, "have entirely
revolutionised naval warfare.
I can see no use for battleships,
and very little chance of much
employment for fast cruisers."

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ALL RIGHT.

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33-35 DES VOEUX ROAD,

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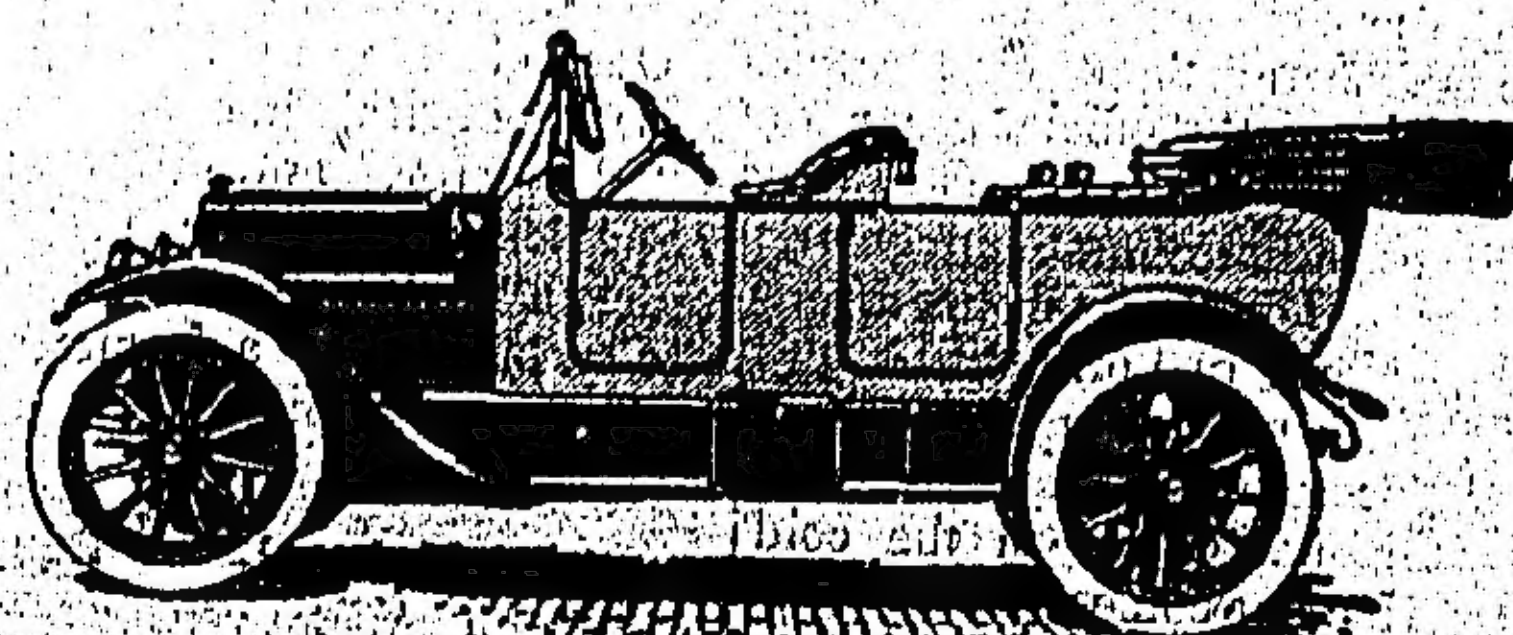
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SONS Sole Agents.

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Carte or Table d'Hôte with
Wines & Liquors of the Best
ALEXANDRA CAFE

GENERAL NEWS.

Shakespeare Tercentenary.
For the celebration at His Majesty's Theatre in 1916 of the tercentenary of Shakespeare's death Sir Herbert Tree will produce a cycle of the Chronicle plays, beginning with "King John" and ending with "King Henry VIII." He has received the promise of the co-operation of many of the leading actors of the day.

Capital Punishment.
The beheading of two women in Germany calls attention to the great diversity in the methods of capital punishment still in force in the civilized world. In Europe alone, the axe, the gallows, and the guillotine are used, while the solitary confinement for life which has replaced the death penalty in Italy is probably less humane in the long run than execution. Some of the cantons of Switzerland retain the death penalty, while others have abolished it. In the United States, electrocution has been adopted for about a generation. When the "death chair" was first proposed humanitarians made a great protest, but the authorities arranged for the first execution to take place with sufficient publicity to convince the public that this method of execution was immediate and painless.

Lightening Shamrock IV.
The object of Shamrock IV. going into dock at Portsmouth, where she will remain for a day or two, says the *Daily Mail* of June 20, is threefold. She is to have some lead taken off her keel by way of increasing her speed, to undergo trimming up, and to be measured. Mr. Charles Nicholson, the designer, is by no means dissatisfied with the vessel's performance, but naturally wishes to enhance her speed in every way possible.

Cocaine Seized at Karachi.
Karachi, June 24.—An unusually large seizure of cocaine, amounting to 232 ounces, was effected on the 20th instant by the Kiamari Customs from two European petty officers of the crew of the s.s. City of Benares. Information reached a preventive officer that these seamen had offered to sell cocaine. They were shadowed and when at the Customs cabin were searched, two packets each of four ounces cocaine being found on either man. The ship was then searched. A large quantity of cocaine was found lying on a trunk undecanted, and the 232 ounces was found in a canvas covered box which had been used as a pillow. The ship came here from Bombay and the cocaine appears to have been destined for someone there who did not turn up to take delivery. The two offenders, both quartermasters, were sentenced by the Magistrate to nine and three months' rigorous imprisonment respectively. The s.s. City of Benares consequently left to-day only for Liverpool, a day late.

A Tectotal Army.
There are now 33,095 pledged total abstinents among the garrisons in India, while the total number of members of the Royal Army Temperance Association is 36,580 or 50.8 per cent. This is the more remarkable that no less than 5,896 members and presumably the staunchest were transferred to the reserve or the home establishment or took their discharge during last year.

The Baghdad Railway.
A further chapter in a remarkable history is closed by the announcement that a complete understanding has been reached between Great Britain and Germany in regard to the Baghdad Railway. From its inception that undertaking has raised a continuous crop of diplomatic questions. Our failure to co-operate with Germany was an initial mistake, whose effects were seen when the builders desired to place the terminus—the line was from the beginning planned to go beyond that "rose-red city, half as old as Time"—at Koweit, on the Persian Gulf. Not only our commercial and political interests in the Gulf, but the fact that the Sheikh of Koweit enjoys British protection, caused Great Britain to oppose this scheme.

If you have lost your appetite, one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

NOTICE

S. MOUTRIE & Co., LTD.

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At \$10 Per MONTH.

TUNING AND REGULAR ATTENTION INCLUSIVE.

MORE GRAFT.

Serious Story from New York.

Says the New York Evening Post of June 11:—

New York woke up to-day to the fact that the dismal tale of graft which has been running in instalments in the newspapers ever since the Catekill Aqueduct was first projected ten years ago has by no means reached the finish mark. Another disagreeable chapter is to be added to the sordid story by Frank L. Polk, Corporation Counsel. He has brought suit against Everett P. Fowler, better known since the Hennessy disclosures as "Murphy's Bagman," and two other prominent Kingston lawyers to recover \$100,000 which the three are charged with having taken from the city on extortionate bills for legal services in connection with the work of searching titles to aqueduct property.

Fowler was indicted some time ago for extorting campaign contributions from State road contractors. In the present case his co-defendants are John J. Linson and Augustus H. Van Buren. Linson was once Corporation Counsel of Kingston and a State Senator from 1888 to 1891.

"The credit for this action should go to my predecessor, Archibald S. Watson," said Mr. Polk to-day. "He had been investigating these alleged extortionate charges for some time, and would have followed up the case had he remained in office. It was he who suggested to me that it might be well to look into the bills of the men who are now being sued."

The Work They were Paid for.
The city employed the three men from 1907 to 1910 to search titles for property and "protect the interests of the city generally." Mr. Polk contends that of \$350,000 which they collected for their services more than \$100,000 was improperly obtained. It is charged that Fowler and his two associates got \$80,000 in one lump for searches and abstracts which had been paid for previously by the city.

The complaint alleges further that in many instances the three lawyers collected two and three times over for one day's services, and that they made many charges at the rate of \$50 a day for persons employed to help them who were not entitled to remuneration at that figure. The court is asked to set aside all payments which have been made to Fowler, Linson, and Van Buren, and that they be compelled to account for their collections.

A few days ago Mr. Polk discovered that the statute of limitations would soon intervene. Hence his action at this time. The events set forth in the complaint took place nearly six years ago.

How much New York city has lost in graft, extortion, and waste on the great Catekill Aqueduct project will probably never come to light. Beyond the shadow of a doubt, the figure runs well up into the millions. In passing on the application for compensation

of some of the condemnation commissions which came before him in 1910, Justice Howard, of the Supreme Court, made no definite estimate of the graft involved in the particular project under consideration, but assumed as a matter of course that to the proper cost of all great public works such as the aqueduct 40 per cent. had to be added for graft. As the actual cost of acquiring the land for the aqueduct, with the inevitable graft provided for, so far has been about \$200,000,000, that would mean about \$68,000,000 in graft in the course of the condemnation proceedings alone, not counting at all the amount of graft in construction contracts.

"Graft is a product of our times and institutions," said Justice Howard. "It is the people who are responsible; for, by prescription, they have lost their title to integrity. Graft is as much an element to be reckoned in computing the cost of a public structure as is cement or lumber. It has come to be a matter of course—this rake-off—a loss recognized by all who make estimates of cost in such cases. Figure what a private corporation like a railroad can construct a public undertaking for, then add 40 per cent. for graft, and you have the cost of the enterprise. A public structure built honestly would be a freak."

The Law of the Valley.
Other paragraphs from the same memorandum give a few flash-lights of the conditions under which the project has proceeded.

"Fifty dollars a day, substantially, has been fixed by so many of the other justices as the per diem compensation for these Ashokan commissioners that I am neither willing nor inclined to disagree with those justices so long as an honest day's work is done for the money. If expedition and integrity, instead of slothfulness and rapacity, were the law of the Ashokan Valley, no fault would be found with the daily wages paid."

"It is the system, not the commissioners, that is most deserving of reproof. Many of the faults charged against the Commissioners are the result, not of their shortcomings, but of the law which created them and the conditions which surrounded them. This whole project of the condemnation of law in the Ashokan Valley is characterized as waste, disorder, and confusion. There is no system and no plan for doing anything."

"Nobody seems to be in charge of the matter, and the result is an endless muddle and mix-up. Sometimes as many as ten commissions; I am told, are convened at Kingston to hear testimony in one day, with only five, generally only three, representatives of the Corporation. Counsel's office available for service before them. And again it happens, often, so the members of the Commission inform me, that there is no place provided for so many commissions to sit at one time, and they are forced to convene in halls and corridors and attics and other inconvenient and improper places."

"And the experts, so-called,

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FOR EACH INSERTION

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55 ELGIN TERRACE, newly painted and colourwashed.
No. 7 Stewart Terrace, thoroughly renovated and in good order.
Rooms in Queen's Road Central.
No. 9 Beaconsfield Arcade, Shop.

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"GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.
Apply to
LINSTED & DAVIS,
3rd Floor, Alexandra Building, Hongkong, 2nd Oct., 1913 [21]

TO LET.—Four roomed house in Salisbury Avenue, Kowloon. Cheap rental. Shop with Godown attached, Nathan Rd. Kowloon. Kowloon Marine Lot No. 48 with Wharf.
Flat in Nathan Rd. Kowloon
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
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TO LET.—"LA HACIENDA" E. No. 74, Mount Kellett Road. Apply CHATER & MODY, No. 5, Queen's Road Central.

TO LET.—Part of First Floor of No. 25, Des Voeux Road Central. Immediate Possession. Also 1 Motor Boat for sale. Apply—
DRAGON CYCLE Co.

should not be omitted. The chairman of one of the commissions which reported to me made the statement in open court that it was the practice of some of these experts to testify before several commissions in one day, charging a day's pay before each commission. Many of these experts receive attractive salaries—\$50 a day, several of them."

NOTICE.

Apollinaris
THE QUEEN OF
TABLE WATERS.
THE SAFE AND
SATISFYING DRINK.
ABSOLUTELY PURE.



There's nothing small about the Ford—except its purchase price and cost to keep. In number of cars, in worldwide use, in quality of service to owners, and in its daily performance it is the biggest car in the world. 530,000 users will testify to these facts.

5 Seater, fully equipped, \$1,800 Hongkong Currency.
ALEX. ROSS & Co.
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PRICKLY HEAT POWDER.

A little dusted on the skin and gently massaged in will speedily cure Prickly Heat, remove Sunburn and the offensive odour due to excessive perspiration.


Large Tin Cents 60.

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"Embassy"
CIGARETTES
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VIRGINIA CIGARETTES
No. 77 HAND MADE
SOLD IN TINS OF 25 & 50
EMBASSY MIXTURE
THE TOBACCO OF QUALITY
W.D. & H.O. WILLS, BRISTOL

LANE, CRAWFORD & CO.

NOVELTIES IN

Fancy	DUCHESS SETS	Embroidered
Cushion	AND	Crash
Cases	TABLE CENTRES.	Covers

MODERATE PRICES. ALL WASHABLE.

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IF YOU ARE TOO STOUT

TRY OUR

REDUCING TABLETS.

A Harmless Remedy for Obesity
and Excessive Corpulency.

BOXES OF 50 TABLETS \$1.40.

MAN LOONG.

FIRST-CLASS PRESERVES, GINGER
AND SOY MANUFACTURERS.Factory at Yuenmatt
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Telephone No. 177 & K. 12.

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Established A. D. 1880.

IRON, STEEL, METAL and HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers, Nos. 35 and 37, Hing Loong Street, (2nd Street west of Central Market) Telephone No. 515.

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PORCELAIN FILLINGS.
The Latest Improvements toward Lasting Workmanly and Painless Operations. No charge for examinations. Fees moderate. Diploma, Tokyo.
Dr. T. YAMASAKI,
34, Queen's Road Central
(Corner of Flower Street)
Telephone 1363.

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APOLARIS
TABLETS

A French Remedy for all Affections of the Lungs, always kept in a box of Martin's Tablets in the house, so that in the event of any irregularity of the system, it may be immediately administered. Those who use them recommend them, hence their popularity. All Chemists and Druggists sell them. Write for the world, or post free for MARTIN, Chemist, Benthams' Buildings, London.

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TABLETS

MILKMAID
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A. S. WATSON & CO., LTD.

ESTABLISHED 75 YEARS.

CHEMISTS, DRUGGISTS AND PERFUMERS,
By Appointment to His Excellency the Governor

WATSON'S

PURE CARBOLIC SOAPS.

Highly recommended by the Medical Profession.
For the BATH and TOILET, in three strengths: Strong, Medical,
Medium and Toilet.

WATSON'S

PRICKLY HEAT LOTION.

An invaluable and most effective remedy. Immediately
allays the irritation.

WATSON'S

YE OLDE ENGLISH LAVENDER WATER.

An exquisite Perfume. Put up in Elegant Bottles, makes a delight-
ful adjunct to the Toilet."WE LIKE YOUR LAVENDER WATER BETTER THAN ANY
OTHER. WE HAVE BEEN ABLE TO GET IN ENGLAND. (Recent
Testimonial.)"

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Daily issue—\$30 per annum.

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for any period less than one month will be charged as for a
full month.The daily issue is delivered free when the address is accessible to
messenger. Peak subscribers can have their copies delivered at
their residences without any extra charge. On copies sent by
post an additional \$1.80 per quarter is charged for postage.The postage on the weekly issue to any part of the world is \$1.00
per quarter.Single Copies, Daily, ten cents. Weekly, twenty-five cents (for
cash only).Advertisements and Subscriptions which are not ordered for a fixed
period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered
to subscribers by, the Dairy Farm Company, Ltd., Shamceen,
Canton, who have been appointed our agents there.

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the public,
and print the news without fear or favour.

請向無非確真事聞要訪探大正論言曾宗報本

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, FRIDAY, JULY 17, 1914.

STRAITS CHINESE AND REBELLION.

Light is shed by the Singapore newspapers on the mysterious
rebellion which was reported by our Shanghai correspondent, a
fortnight ago, to be brewing in the Straits. The Chinese press at
the Straits has been gravely stating that the local Chinese authorities
have received instructions from Peking "to take precautions, as the
rebels are reported to be engaging coolies and labourers in the
Straits Settlements, ostensibly for industrial works in China."

This would be carrying coals to Newcastle with a vengeance. And
there is no available recruits to be found in China itself with a send-
ing out into the highways and by-ways of the Straits and the F.M.S.
after coolies who, in some cases, cannot even speak Chinese, and
in others, have staked everything to get out of China, and
whom nothing would persuade to return thither? Surely someone
has been pretty glib. Then the Chinese report goes on to say
that the rebels want 30,000 men in all, and that 3,000 are supposed
already to have been sent to China on three steamers. The last figure,
at least, offer us something a little more feasible than the story which
came down to us from the North, wherein it was stated that
thousand men had been conveyed on three ships. We have seen cool-
ies packed closely now and then on boats destined for the rubber
countries, but we should like to see the local ship that could afford
to give up as much of its space as would accommodate ten thousand
of these gentry.

Alas for the romance of it all; the Straits Times smashes up
the whole pretty story in a brutally common-sense fashion by
pointing out that the three thousand returned lost lambs—if that
actually were their number—are mainly miners from the F.M.S. who
have been obliged to quit the country and return to F.M.S. on
account of the well-known depression in the tin trade, which has
thrown an enormous number of coolies out of work. And so the little
fairytale is turned inside out. What will be the next cock-and-
bull revolutionary story? When, in a few years' time, we come to
look back on China's political troubles since the Revolution, we shall
probably realise that three-fourths of these have been occasioned by
here and there a mischievous person getting hold of a credulous
audience and sowing lies among them by the bushel. Pity it is
that the Chinese Government cannot get hold of a few of these
meddlers and make an example of them. In the meantime it
certainly behaves the British officials in Singapore, as well as in
Hongkong, to keep a wide-open eye on the paid agitators who are
wandering about in British territory with the sole view of enriching
themselves by stirring up strife, and making things a thousand
times harder for the country to whose interests they profess to be
devoted.

Helping the Sufferers.

The fund being raised by the
Tung Wa Hospital for the relief
of the sufferers by the West River
floods is mounting up splendidly.
It now totals well over the \$100,-
000 mark, and one thing which
one cannot fail to observe is how
the Chinese from other parts of
the world have come forward with
their gifts. Just casually glanc-
ing down the list one sees dona-
tions from as far afield as the
West Indies, New York and
Victoria (British Columbia), and,
nearer home, from Hanoi, Bang-
kok, Canton and Fakhien. An-
other feature of the list is to be
found in the fact that quite a
number of schools are represented.
There is no doubt about it
that when it comes to collecting
money for a cause, the Chinese
have no equals. Their generos-
ity too, is proverbial.

The City Of It.

It is, indeed, wonderful how
solidly the Chinese are welded
together when it comes to helping
the genuinely distressed. Rich
and poor alike loosen their purse
strings, and from the remotest
parts of the world money flows in.
This is a fine national trait. The
city of it is that the same spirit
is not found in the political life
of the nation. There, at any rate,
the opposite spirit prevails, and,
instead of co-operation for the
common weal, we find intrigues,
cliques, working against
cliques, and a profound distrust
between man and man. Hence
comes it about that progress is
invalently slow. The only hope
for the future is that officials will
one day begin to trust one
another, and the people to trust
them. But they must show they
are worthy of that trust before it
can be reposed in them.

Chinese and Advertising.

"The Chinese business man
knows nothing of the art of ad-
vertisement," says Dr. Wu Ting-
fang, in his book on America, to
which allusion was made in our
columns last night; and anyone
familiar with the newspapers
published in Singapore, Manila,
Hongkong or Shanghai—places
containing thousands of adver-
tisements—will readily
endorse the statement. Hoarding-
advertisements in Chinese towns
are but just coming into fashion—
and that merely because the more
enterprising of the native traders
are taking example by the
British and American firms
which, in China as elsewhere, are
bound to depend for no small
amount of their success on poster
advertisements. Moreover, it may
be seen at a glance at any foreign
paper published in the Far East,
that, for twenty European
advertisers, there is rarely more
than one Chinese.

The Old Time Trade, and The New.

Many old stagers out here at-
tribute this to the fact that the
old-fashioned Chinese does not
like to lay out money unless he
can see a certain return. That
may be so, but it happens that
the majority of businesses (at
any rate in this Colony) that
most need advertising are in the
hands of the new-fashioned Chi-
nese. These latter, one would
have thought, should know by
now that judicious advertisement
is anything but laying out money
riskily. For those Chinese firms
that cater mainly or exclusively
for their own countrymen this
neglecting to avail themselves of
opportunities of pushing their
wares in reliable foreign papers,
may be good enough; but from
the point of view of those who
seek to attract European custom
the policy is a poor one, danger-
ously allied to sinking the ship
for the sake of a dollar's worth of
paint.

SLIGHTLY DRUNK.

Seaman Who Failed to Pay Tram
Fare.

J. Watt, described as an un-
employed seaman, was summoned
this morning with attempting to
avoid payment of his fare on the
Shaikwan section of the
tramway.
In answer to the magistrate,
the defendant said that he had no
reason for refusing to pay the
money, and, in reply to a question
as to whether he was drunk,
replied that he was slightly.
A fine of \$5 was imposed.

DAY BY DAY.

THE WORLD DEALS GOOD-
NATUREDLY WITH GOOD-NATUR-
ED PEOPLE AND I NEVER KNEW A
SULKY MISANTHROPIST WHO
QUARRELLED WITH IT, BUT IT WAS
HE, AND NOT IT, THAT WAS IN THE
WRONG.—Thackeray.

The Weather.
Lower level 8 a.m. Temp 80;
rain.
At the Peak 8 a.m. Temp 73;
rain.

The Mails.
Siberian Mail.—Arrived per s.s.
Yingchow to-day.
Canadian and Siberian Mails.—
Arrived per s.s. Empress of
India to-day.

American Mail.—Dae per s.s.
Siberia to-morrow.
Siberian Mail.—Closed per s.s.
Oeylon Mail to-day at 4 p.m.

English Mail.—Closes per s.s.
Assaye to-morrow at 11 a.m.
Siberian Mail.—Closes per s.s.
Yingchow to-morrow at 5
p.m.

French Mail of June 16.—Deliv-
ered in London on July 16.

Count the Columns.

Yesterday the Telegraph
published 33 columns of solid
reading matter. To-day there
will be 33 published.

Encountered Typhoon.

The s.s. Yingchow arrived in
port this morning from Shanghai
and reported having encountered
a typhoon south of Shaho Island.
Very severe S.S.W. gales were
experienced to Breaker Point and
heavy rain thence to port.

Serious Opium Charge.

At the Police Court to-day,
Det. Sergt. Wills charged a sam-
pan owner with being in unlaw-
ful possession of 470 taels of
opium on board his sampan off
Blake Pier, the evening before
last. It is believed that the drug
was imported from Swatow and
was being transhipped in the
harbour. A remand was ordered
until to-morrow.

Trespasser Fined.

The case in which a Chinese
was charged with trespassing in
the Royal Naval Yard was again
before the Court to-day, on
remand, Sergt. Allen prosecuting.
The contractor to whom the tally
which the defendant was carrying
had belonged, appeared in Court and
denied all knowledge of the man,
who was fined two dollars, or in
default fourteen days' imprison-
ment.

Fond of Hongkong.

At the Police Court, this morn-
ing, Inspector P. O'Sullivan
charged a Chinese with returning
from banishment. This is the
third similar charge preferred
against the man, and last June
he was banished from the Colony
for twenty years. He was sent to
prison for twelve months, the
magistrate's order also providing
for four hours' stocks and twenty-
four strokes of the birch.

Not Responsible.

The Chinese cook, once in the
employ of Dr. Stedman, who
was charged with assault, and of
whom sanity there was some
doubt, appeared again this morn-
ing, on remand, at the Police
Court. Inspector Garrod report-
ed that the man had been cer-
tified as not being responsible for
his actions, and he was handed
over to his relatives, who have
agreed to look after him and will
remove him to the country.

LANGKAT OUTPUT.

The Langkat output for June
was 8,663 tons and the average
daily output was 288.76 tons:—

Messrs. Wright and Hornby
advise us that the output for
July is:—

1st July	263 tons
2nd "	264 "
3rd "	249 "
4th "	220 "
5th "	219 "
6th "	228 "
7th "	258 "
8th "	244 "
9th "	218 "
10th "	208 "
11th "	181 "
12th "	201 "
13th "	297 "
14th "	263 "
15th "	187 "
16th "	218 "
Total to date	3,718 "
Daily average	232.4 "

V.R.C. MEETING.

WILL THE GYMNASIUM BE ABOLISHED?

Last Year not so Good as
the Year Before.

The annual meeting of the
Victoria Recreation Club was
held last evening, Mr. W. Logan,
the Chairman, presiding. Among
those present were: Messrs. A.A.
Alves, A. McKirdy, J. Forbes,
Crowther Smith, G.W. Sewell,
(Committee), A.E.S. Alves, Hon.
Treasurer, F. Lammer, Hon.
Secretary, H.M. Bain, A.V. Barros,
A.H. Carroll, W. Church, F.G.
Chunyat, W.G. Cope, F.M. Ellis,
S. Goldschmidt, H.S. Japhson,
E.A. Long, Fletcher, J. Olson,
C.W. Olson, M.L. Raitton, A.J.V.
Ribeiro, F. L. da Roza, A.F.B.
Silva-Netto, M.A.R. Souza, F.O.
Sapiess, H.O. Umrigar, J.H.
Oxberry, F. E. Hall, Captain
Branch, R. J. Mooney, A. J. Eng-
land, W.H. Morris, W. Hoy, G.
Bloch and Somekh.

The Chairman said that he
thought all of them had copies
of the report and accounts, and
"the printed Report and State-
ment of Accounts having been in
your possession for several days
we will, with your permission,
adopt the usual custom and
consider them as read." Taking
the reports of the various sub-
committees, in their order and
coming first to that of the house
sub-committee, it is gratifying to
know that our building is in
excellent condition, with exception
of colour-washing and general
renovating, which we trust will be
taken in hand before the end of
the present year. We come next
to the boat house, in which
department, I much regret to say,
no great active interest has been
taken by members.

With reference to the Bath
House, I must regret a very ex-
cellent season and I hope, in view
of the probability of the Shanghai
team visiting us, (so far they have
not accepted our invitation)
that all the aquatic members will
do their utmost to train and im-
prove on last year's results. I was
sorry to notice that lack of
entries prevented us holding a
night fete on the 11th inst. and
I earnestly trust there will be no
recurrence of this.

With regard to the Gymna-
sium, I have again to report a
stagnancy in this section. This
is greatly to be regretted as we
have a splendid hall and well
equipped. I trust the younger
members will take full advantage
of the opportunity offered them,
otherwise the committee will have
seriously to consider the question
of converting the space for some
other purpose.

The Bar Sub-Committee, as you
will see, do not consider the
working of the year under review
satisfactory, as compared with
previous years, but they are san-
guine of better results in the
future.

The accounts do not appear to
call for much attention but there
are one or two items I might
particularly draw your attention
to.

The balance of the working
account is \$637.41 as compared
with \$1,271.24; this is partly due
to the unfavourable outturn of
the bar and of the general re-
ceipts falling off.

With regard to the balance
sheet, starting with the liabilities
you will notice that the number
of debentures redeemed is 10 as
compared with 81 last year, owing
to insufficient funds. Your Com-
mittee have resolved not to redeem
any further debentures until there
are ample funds for such purpose.
Accounts payable have increased
by \$2,000, due to extraordinary
expense incurred in repairing the
ramp.

Nothing was written off the
building but on the other hand
\$400 was written off Furniture
and Fittings.

You will see that repairs to
ramp appear as an asset in the
balance sheet. Your Committee
have thought it advisable and
only fair that the cost of repairing
the ramp should not be borne by
1913 working account but split
over a term of three or four years,
therefore only \$500 was charged
to 1913 account.

Before putting the resolution
to the meeting I wish to explain
the reason why you are asked to
pass this resolution. Your

COLLISION AT SEA.

St. Patrick's Bows Stove In.

Making Slowly for Hongkong.

The Dodwell Line steamer St.
Patrick is on her way from the
North with her bows badly
damaged, having evidently been
in collision.

News of the mishap was
brought into port this morning
by the captain of the Den of
Ruthven, who reports having
passed the St. Patrick yesterday
off Oakesu Island (north of Amoy)
with her bows badly damaged.
She was making down the
Formosa Channel and is expected
here this afternoon or to-morrow
morning. It was evident from
her appearance that she had
been in collision with some other
craft, but she did not ask for
assistance and is coming down on
her own steam.

The s.s. Yingchow, which
arrived from Shanghai this morn-
ing, also reports having passed
the St. Patrick with her bows all
stove in.

The St. Patrick was bound
from Moji to Manila in ballast
and was not intending to call at
Hongkong; she was to load at
Manila for New York. She is
proceeding to Hongkong very
slowly.

Committee have gone carefully
into the matter and in the best
interest of the Club they have
thought it advisable to alter rule
12 for the following reasons.

1. The construction of the rule
as at present does not define when
the second instalment of the
annual subscription becomes due.

2. It makes Rules 15 and 16
obsolete.

3. The Club requires money to
meet interest on debentures due on
1st July of each year.

Rule 15 provides for payment
of subscription before 1st April,
failing which the rights and
privileges are withdrawn, but
should a member pay his first
instalment on or before 1st April
enjoying the full rights and privi-
leges for one year at \$10 and then
resigns, the Committee have no
recourse whatever against those
members as the rules do not
provide for posting of names.
Some years ago when the subscrip-
tion was raised from \$15 to \$20
there was much opposition on the
part of the members but finally
the resolution was slightly amend-
ed by adding the words "payable
half yearly" and passed—a fatal
mistake.—The reason given at
the time I believe was that the
younger members would not be
able to meet it in one payment.
This mistake has now I believe
cost the Club annually the sum
of \$500 or thereabout, most of it
being subscriptions. It will be a
little hard on the younger mem-
bers but there is no alternative.
Before putting the resolution to
the meeting I shall be pleased to
answer any question.

Referring to the cup presented
by Captain Huxley for the half
mile swimming championship, he
said that the Captain first meant
it for the Club, but now he had
left it open to the Colony and he
thought they would agree with
him that there would be greater
honour in winning the cup if it
carried with it the championship
of the Colony instead of merely
the Championship of the Club
(Applause). He then proposed
the adoption of the report and
accounts.

Mr. F. M. Ellis asked the
Chairman if he thought it was
fair to the younger members to
make the proposed alteration in
the rule?—The majority of them
had small salaries and they could
not meet a yearly payment and
that was why it was suggested
the payment should be half
yearly.

The Chairman: What do you
suggest, Mr. Ellis?

Mr. Ellis: Make it payable on
January 1 for the first period and
June 30 for the second.

The Chairman: I don't think
it would be quite feasible, Mr.
Ellis.

Mr. Ellis: You don't consider
the position of the younger mem-
bers; they don't receive high
salaries and they cannot make one
payment of \$20.

The Chairman: The rule

TYPHOON WARNING.

The telegram quoted below was
received by the American Con-
sulate General from the Manila
Observatory at 4 p.m. yesterday:—
Cyclone or Typhoon—E. of
northern Luzon, more than 300
miles distant, moving W.

The following telegram was
received from the Manila
Observatory at 10.30 a.m. to-
day:—

Cyclone or Typhoon—E. of
Aparri, more than 300 miles dis-
tant, morning W. or W.N.W.

states that a man's name cannot
be effaced until December 31.

Mr. Ellis: Then make a new
rule.

The Chairman: I don't think
it will affect many members.

Mr. Ellis: I think it will,
because the majority of the mem-
bers are young members who
receive small salaries—though
they are not here to-day.

The Chairman: Have you any
proposition to put forward?

Mr. Ellis: There ought to be
a new rule formed up.

The Chairman: We are doing
that.

Mr. Ellis: In what way?

You are only amending rule 12.

The Chairman: Well, Mr. Ellis,
if you can put forward a proper
amendment we will take it.

Mr. Ellis: I cannot do it to-night.

The Chairman: Well these have
been in your hands for sometime.

Mr. Ellis: I cannot suggest
anything to the committee until
the meeting is over. I did not
know what the objects of the
resolution were.

The Chairman: It has been in
your hands some time.

Mr. Ellis: This notice is very
vague—too vaguely expressed.

The Chairman: The rules have
been in your hands for some time.

Mr. Ellis: Yes, but we did not
understand the object of the
resolution. It is so vaguely ex-
pressed nobody can understand
this.

The Chairman: Well I have
explained it.

Mr. Ellis: Yes, but it is not
fair to the younger members to
do it now because they are not here.

The Chairman: Well if they
don't take sufficient interest in the
Club to come here we can't re-
consider this matter. Mr. Alves
will tell you the committee have
considered this and they think
it advisable in the best interests
of the Club. What is the amend-
ment?

Mr. Ellis: That the payments
be payable half yearly, the first
payment on January 1, and the
second payment on June 30.

The Chairman: What recourse
have you if there is no subscription
paid? You are suggesting altera-
tions in the whole of the rules,
and we only alter one rule.

Mr. Ellis: We are only altering
the wording now, not the rule.

Mr. Lammer suggested that
Mr. Ellis meant the second pay-
ment on July 1.

Mr. Sewell pointed out that by
changing the date there was a
distinction without a difference.
It did not alter the fact that a
man could use the Club for the
year on one payment for a half
year and then leave.

The Chairman pointed out
that the Club wanted money to
meet the debentures.

Mr. Somekh seconded the
amendment of Mr. Ellis, but on be-
ing put to the vote it was defeat-
ed, and the motion was carried.

The following officers were
elected for the ensuing year:—
Chairman, Mr. W. Logan; Hon.
Sec., Mr. Frank Lammer; Hon.
Treas., Mr. A. E. S. Alves; Gen-
eral Committee, Messrs. A. Rod-
ger, A. A. Alves, A. McKirdy, J.
Forbes, A. P. Nobbs, Crowther
Smith, A. Charlton, A. J. Eng-
land, and F. J. Chunyat; Ballot-
ing Committee, Messrs. A. R.
Forbes, A. V. Barros, F. Taylor,
J. Olson, A. J. V. Ribeiro, Capt.
Branch, A. F. Mills, G. W. Sewell,
J. Oxberry, and F. M. Ellis.

Votes of thanks were accorded
the officials, the good work of the
Hon. Treasurer being particularly
referred to.

On the motion of Mr. Oxberry,
the Chairman was thanked for
the interest he took in the Club.

REVENUE LAUNCH
OFFICER CHARGED.Certificate Suspended
and Fine Imposed."A Most Serious Case
of Stupidity."

At the Marine Court, this morning, before Commander Beckwith, R.N., Revenue officer Langley was charged with failing to observe the rule of the road with launch R.D.1., on July 15.

Originally there were two summonses, one against the coxswain of the launch as well, but his Worship on inquiring who was in charge of the launch, was told by the Revenue officer that he was in charge. His Worship then dismissed the summonses against the coxswain.

Inspector Gordon said that about 9.10 a.m. on the 15th inst., he left Kowloon on the ferry boat Evening Star for Hongkong, and after leaving Kowloon he noticed the Government launch R.D.1. with her bow abreast of the stern of the ferry, and about ten feet off the ferry. She followed on the starboard side of the ferry at this close distance, gradually gaining ahead until at about the Holt buoy, where the Star ferry boat stopped. The Government launch then went across the bows of the ferry, making for Murray Pier and Statue Wharf. In his opinion, if the Star ferry launch had not stopped, there would have been a serious collision. After the launch had crossed the bows of the ferry, she was in difficulty with the outgoing ferry from Hongkong and had to port her helm hard to clear. Several passengers on board the ferry complained to him about the dangerous way in which the launch was navigated and the general inconvenience it caused to the travelling public.

Mr. B. L. Frost, electrician to the Eastern Extension Telegraph Company, said he was a passenger on this ferry and he noticed when halfway across the harbour that the ferry launch was being overtaken by a revenue launch. It was coming up from the stern on the starboard side. She came up to within twenty feet of the ferry and kept dangerously close to the ferry for some distance—about three hundred yards. The launch went on close and then gained on the ferry, the latter stopping when the launch went to cross her bows.

Mr. D. K. Blair gave similar evidence.

Commander Beckwith said he supposed the defendant thought he had right of way; he ran alongside parallel for a long time trying to jockey the ferry off. He asked the defendant if he considered twenty feet a safe distance.

Defendant admitted that as a responsible person it was his duty to slow down and allow the ferry to go on.

Commander Beckwith said the defendant had not to think that because his was a Government launch he might inconvenience a ferry containing probably three hundred people going to business.

The defendant said he thought he had right of way, as he was on the starboard side.

Commander Beckwith said defendant was taking tremendous risks and putting the ferry in a very awkward position. It was plainly his duty to stop from the start as his was the overtaking ship. He advised the defendant to study the overtaking article. He found that the defendant launch overtook the Star ferry and kept a course directly parallel to the ferry at a dangerously close distance for a considerable time, making it impossible for the ferry to alter her course either way without risking a collision, and eventually the ferry stopped and allowed the launch to pass ahead. It was clearly the duty of the R. D. 1. to have stopped before overtaking the ferry and pass under her stern, being bound for Murray Pier. He considered this a most serious case of stupidity and also ignorance of the rules for prevention of collisions, so he ordered the defendant's coxswain certificate to be suspended for three months, defendant to be re-examined before the same was returned and a fine of twenty dollars to be inflicted.

SPECIAL CABLES.

(Special Pacific Service to the "Telegraph"—Router.)

SIKHS IN SHANGHAI.

ALLEGED SEDITIOUS MOVEMENT.

Shanghai. Received July 17. From an assault case arising out of an alleged seditious movement among Sikhs, which was heard in the British Police Court to-day, it appears that the complainant, Butta Singh, is secretary to the Sikh Guardwara. A few days ago a meeting of the committee was held when the names of seven men connected with a seditious movement were published and forwarded to the Municipal Council with a view to having them forwarded to the Consul General. Since the publication of the names Butta Singh and his jemadars have been threatened.

The complainant stated that a large number of copies of the *Gadur*, a seditious newspaper published in San Francisco, are circulated in Shanghai.

The case was adjourned.

"WHITE WOLF."

AGAIN Baffles THE TROOPS.

Hankow. Received July 16. "White Wolf" has out-manoeuvred the soldiers and is now reported to be 150 ft east of Lushan. One band, however, has been exterminated and quantities of rifles and horses have been captured. The bandits attempted to escape with their booty which provided rich pickings for the country folks who were watching day and night.

The captured "wolves" were taken into Lushan, where between five and twenty are executed daily. They are mostly Southerners and maintain that they are only chair-bearers for the bandits, but none are spared.

BOXER MOVEMENT.

MISSIONARIES' REPORT.

Yunnan-fu. Received July 16. Missionaries report the gathering of a thousand Boxers in the Chaotung District on the Szechuan-Kweichow border.

THE NEUMANN MURDER TRIAL.

Shanghai. Received July 16. The accused in the Neumann murder trial will be handed over to the authorities in the Chinese City for further investigation. The Mixed Court is arranging for a representative of the Municipal Council to be present.

GOING ROUND THE
WORLD.

Universal Film Company's Agent
in Hongkong.

Mr. Allen Watt, representing the Universal Film Company of New York, is making a tour of the world on behalf of his firm, getting cinematograph pictures—humorous and otherwise—wherever they are to be got. He has just returned from the West River, where he has been in search of film photographs for the Universal Graphic, and he informs the *Telegraph* that the floods round about Fatsan have completely subsided. The scene of devastation he describes as in itself pitiable—houses turned upside down or dashed to pieces by the force of the water; but the people seemed to be resuming their daily avocations as though nothing unusual had happened; nor did he see any of the distress there that unfortunately is just now characteristic of the neighbourhood of Shu Hing.

At Fatsan and round Canton Mr. Watt succeeded in obtaining subjects that cover more than a thousand feet of film, and so is not dissatisfied with his journey. The Universal Company, which is the largest cinematograph firm in the world, is the first to send photographers to China from America for graphic purposes. Mr. Watt is now considering the possibilities of starting a branch manufactory in or near Hongkong in the not distant future. From here he proceeds to Singapore and India, and thence to Europe.

VICTORIA THEATRE.

Antoine Fournier's Opening
Night.

It was unfortunate for the success of M. Fournier's opening night at the Victoria that the weather should be so unpromisingly bad. Despite the unceasing rain, however, there was quite a reasonably good attendance at the theatre, and the great French athlete's performance—a very long turn of some five-and-twenty minutes—was watched with breathless interest and unqualified admiration. To be realised, Fournier's performance must be seen, but it may not be amiss to mention one or two typical items of his programme. After throwing weights of over half a hundred-weight up and down, and juggling with them as though they were cricket-balls, he offered further evidence of his great strength by tying a string attached to one of these to his finger, raising the weight in the other hand, and letting it fall again a distance of some feet, never moving his finger or arm when the jerk came.

Another interesting feature of his turn was that, while his lady partner lay on the stage, he stood over her and juggled with two weights at a time. The least mistake on his part must have resulted in the death of the lady; a fact which says much for Fournier's confidence in his own powers.

To illustrate the enduring capacity of his "steel" chest, he lay on his back on the stage and

DAIRY FARM NEWS.

NOTHING CAN EXCEL

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DAISY BRAND

TABLE BUTTER.

IT IS PURE, DELICIOUS AND POSITIVELY

THE BEST BRAND

On the Market.

INSIST ON GETTING THE GENUINE ARTICLE.

THEODORO VAFIADIS & Co.

CAIRO

EGYPTIAN CIGARETTES.

—UNEXCELLED FOR FLAVOUR AND QUALITY.—

KRUSE AND CO.

SOLE AGENTS.

BANDMANN VISIT
CANCELLED.

The Bandmann Opera Company was to have played "The Marriage Market" at the Theatre Royal to-night, but as the s.s. Assaye, on which the Company is travelling, is delayed owing to bad weather, the performance has had to be cancelled.

allowed two twenty-five kilo weights to fall on his ribs from the height of a foot or more—an interesting exercise which our readers are at liberty to imitate if they think "there's nothing in it."

The performance closed with the strong man's successful lifting (and maintaining above his head with one hand) of a bar-bell 215 pounds in weight.

Croquet Tournament.

Entries for the Croquet Tournament, to take place on the Hongkong Cricket Club ground, close this evening to Dr. Evans-Jones, the Hon. Secretary.

New Purser.

Mr. E. Syder, former purser on the *Empress of India*, arrived by that boat to-day and will await the arrival of the *Empress of Asia* to take over the purser'ship of the latter, in place of Mr. James, who is on leave. The present purser of the *Empress of India* is Mr. D. Maughan Taylor.

LATEST SHIPPING
NEWS.

MOVEMENTS OF STEAMERS.

The s.s. MUNCASTER CASTLE sailed from Kowloon on the 16th inst. and is therefore due here on Saturday morning next, the 18th inst.

The s.s. G. APCAR from Calcutta left Singapore on 15th inst. and may be expected here on or about the 20th inst.

The H.A.L. s.s. Proussan left Shanghai on the 16th inst. p.m. and may be expected here on or about the 20th inst. a.m.

TO-DAY'S
ADVERTISEMENT.

WANTED.

WANTED.—Britisher wishing to learn Spanish requires the services of a thoroughly competent teacher. Apply: stating terms, to "SPANISH" c/o "Hongkong Telegraph."

TO-DAY'S
ADVERTISEMENTS.

"INDRA LINE, LIMITED."

NOTICE TO CONSIGNEES.

From NEW YORK.

THE Steamship

"INVEROLYDE"

having arrived from the above port, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 23rd July will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 23rd July at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by—

JARDINE, MATHESON & CO., LTD.
Agents.

Hongkong, 17th July, 1914.

THE ROYAL MAIL STEAM

PACKET COMPANY.

THE Steamship

"DEN OF RUTHVEN"

From PACIFIC COAST and

JAPAN.

The above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo impeding discharge or remaining on board after 18th July, will be landed at Consignees' risk and expense and delivery must then be taken from the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected.

No claim will be recognised after the Goods have left the steamer or Godowns, and all goods remaining undelivered on 24th July will be subject to rent.

All chafed and otherwise damaged cargo must be left on board or in Godown and examination of same will be held on 23rd July at 9.30 a.m.

All Claims must be presented on or before 28th July otherwise they will not be recognised.

JARDINE, MATHESON & CO., LTD.

Agents.
Hongkong, July 17th, 1914.

Summit

COLLARS

SHAPE No. 40 WITH LOCK FRONT.

THE DOUBLE COLLAR THAT LOOKS EQUALLY WELL IN EITHER OF ITS SIX DEPTHS: 1 1/4, 1 1/2, 1 3/4, 2, 2 1/4, 2 1/2 inches.

QUARTER SIZES

\$4.50 PER DOZEN.

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JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WRIST WATCHES

FOR LADIES & GENTLEMEN.

Prices Right

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

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THE INSTRUMENTS THAT NEVER BREAK DOWN.

DEMONSTRATION DAILY.

ANDERSON MUSIC CO., LTD.

SOLE DISTRIBUTORS

Hongkong & South China.

SEND FOR CATALOGUES.

THE ONE AND ONLY GENUINE TANSAN
CLIFFORD WILKINSON'S

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"TWO DRINKS IN ONE"

IN ALL

THE TANSAN SWEET WATERS

ALL THE FRESHNESS AND GOOD QUALITIES
OF THE FINEST FRUITS, TOGETHER WITH SPARK-
LING, HEALTH-GIVING TANSAN, MAKE THESE
THE SAFEST AND MOST WHOLESOME NON-
ALCOHOLIC BEVERAGES:WILKINSON'S TANSAN GINGER ALE,
WILKINSON'S TANSAN LEMONADE,
WILKINSON'S TANSAN TONIC,
WILKINSON'S TANSAN SARSAPARILLA.

NO IMPURITIES CAN GET TO ANY OF THESE.

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CANADIAN PACIFIC
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From Hongkong	From Quebec
Empress of India	23rd July
Empress of Asia	5th Aug.
Empress of Japan	19th Aug.

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA" and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port £65.

"MONTAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates, of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.
Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "C. Apar," 4,600 tons, Capt. Drake, will be despatched for SHANGHAI, KOBE & MOJI, on 23rd July.

S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched for YOKOHAMA, KOBE & MOJI on 31st July.

WESTWARD.

S.S. "Torilla," 5,205 tons, Capt. Swanson, R.N.R. will be despatched for SINGAPORE, PENANG & CALCUTTA on 2nd Aug.

S.S. "Dihwara," 5,378 tons, Capt. Ramage, R.N.R. will be despatched as above on 6th August.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.
Agents.
Hongkong, July 17, 1914.

THOS. COOK & SON,
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Regular Sailings from JAPAN, CHINA and PHILIPPINES
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Marseilles, Havre, Emden, Bremen and Hamburg and New York.
And from Manila, Hongkong and Japan to Victoria, Vancouver (B.C.) and Seattle, Wash. and Portland (Or.)

Cargo at Through rates to all European North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Next Sailings from Hongkong:

FOR	STEAMSHIP	TO SAIL
Shanghai, Kobe and Yokohama	Senegambia	17th July
"	Holcaia	25th July
"	Scandia	14th Aug.
"	Sithonia	23rd Aug.
"	Libria	11th Sept.
"	Altmark	18th Sept.
"	Arabia	9th Oct.
"	Württemberg	16th Oct.
Victoria, V'wer, S'ile T. & P. (Or.)	Andalusia	2nd Aug.
"	Belgravia	17th Sept.
"	Brasilia	12th Oct.
"	Emden	17th July
Havre, R'dam & Hamburg	Prussen	21st July
M'les, Havre, Bremen & Hamburg	Silesia	27th July
Havre, Emden & Hamburg	Hoerde	28th July
M'les, Hamburg and Antwerp	Markomannia	7th Aug.
Havre, Bremen & Hamburg	O.D. J. Ahlers	22nd Aug.
M'les, R'dam, Hamburg & A'werp	Senegambia	25th Aug.
Havre, Emden & H'burg	Dortmund	5th Sept.
Havre, H'burg & A'werp	Holcaia	10th Sept.
G'neva, Havre & Hamburg	Scandia	12th Sept.
H'burg & Antwerp	Saxonia	21st Sept.
Havre, Bremen & H'burg	Senegambia	21st Sept.

For Further Particulars, apply to
Hamburg-Amerika Linie,
Hongkong Office.

SHIPPING

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.	Iyo Maru Capt. T. 12,000 Hirano Maru Capt. Fraser T. 16,000	WEDNES., 29th July, at 10 a.m. WEDNES., 12th Aug. at 10 a.m.
VICTORIA, B.C., and SEATTLE, via S'hai, Keelung, Moji, Kobe, Yokohama, Shimizu and Yokohama.	Tamba Maru Capt. T. 12,500 Aki Maru Capt. Noma T. 12,500	TUESDAY, 28th July, at 4 p.m. THURS., 13th Aug. at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.	Nikko Maru Capt. Takeda T. 9,600 Kumano Maru Capt. Soyeda T. 9,300	WED., 29th July, at noon. WEDNES., 26th Aug. at noon.
CALCUTTA, via Singapore, Penang & Rangoon.	Tosa Maru Capt. T. 12,500	SATURDAY, 12th July.
BOMBAY via Singapore and Colombo.	Penang Maru Capt. Murazumi T. 6,000	MONDAY, 20th July.
NAGASAKI, Kobe & Yokohama.	Kumano Maru Capt. Soyeda T. 9,600	TUESDAY, 28th July, at 5 p.m.
SHANGHAI, Moji and Kobe.	Ceylon Maru Capt. Noguchi T. 12,500 Kamo Maru Capt. Shimizu T. 9,600	FRIDAY, 17th July. WEDNES., 29th July, at 11 a.m.

1 Cargo only.

2 Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
1st class.....	\$135	\$122	\$108	\$95
2nd class.....	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to

Telephone No. 292. T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI & TSINGTAU, Yenchow, SWATOW, AMOY, N'PO & S'hai.	Hanyang	18th July at m'night
MANILA, CEBU & ILOILO.	Tean	19th July at d'light
SHANGHAI.	Shaohsing	21st July at 4 p.m.
HOIHOW & H'PHONG.	Kailong	22nd July at 9 a.m.
WEIHAIWEI & TIENTSIN.	Kueichow	23rd July at 10 a.m.
SHANGHAI.	Anhui	23rd July at 4 p.m.
SHANGHAI & TSINGTAU.	Kanchow	25th July at m'night
MANILA, CEBU & ILOILO.	Chinhua	28th July at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenau," "Shaohsing" and the S.S. "Kanchow" "Liachow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Hongkong to Shanghai:—Single \$45, Return \$75.
Do: Hongkong to Tsingtau:—Single \$78, Return \$125.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.
Agents.

Telephone No. 36.
Hongkong 17th July, 1914.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. Kourak 6,400 R.T., Commander Padalka, is expected to arrive here on or about the 22nd day of July, 1914.

For Freight, Passage and further particulars, apply to

Capt. LUKHMANOFF, Agent,
Hotel Mansions, 2nd Floor, Rooms 12a & 14.
Tel. No. 1224.

Hongkong, July 14/1914.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between.

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjihini	JAVA	2nd half July	S'hai	2nd half July
Titaroem	S'hai	2nd half July	JAVA	2nd half July
Titpanas	JAVA	2nd half July	S'hai	1st half Aug.
Tibodas	JAVA	2nd half July	JAPAN	1st half Aug.
Timah	JAVA	2nd half July	JAVA	1st half Aug.
Tiliwong	JAPAN	2nd half July	JAVA	1st half Aug.
Timanook	JAVA	1st half Aug.	S'hai	2nd half Aug.
Tijailap	JAVA	1st half Aug.	JAPAN	2nd half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

15

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement Tons & Speed	Leave Hongkong
Chiyo Maru	22,000 - 21 knots	Tues., 4th August.
Tenyo Maru	22,000 - 21 knots	Tues., 25th August.
Nippon Maru	11,000 - 18 knots	Tues., 8th Sept.
Shinyo Maru	22,000 - 21 knots	Tues., 22nd Sept.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.
First Class to New York.....£50. " " £66.10.

" " " " " " " " £68.
Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDIAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams	4th July.	31st July, 10 a.m.
Empire	1st Aug.	28th Aug. "
St. Albans	22nd Aug.	18th Sept. "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Haiyang | A. E. Hodgins... | FRIDAY, 24th July at 11 a.m.

FOR AMOY AND FOOCHOW.

Haiching | W. C. Passmore... | TUESDAY, 21st July at 11 a.m.

FOR SWATOW

Haimun | A. H. Stewart... | SUNDAY, 19th July at 10 a.m.

Hailan | J. W. Evans... | TUESDAY, 21st July at 11 a.m.

Haimun | A. H. Stewart... | WEDNES., 22nd July at 11 a.m.

During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 20% on the full Fares.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co.,

General Managers.

LOG BOOK.

Plot to Blow up Liner.

A remarkable story of an attempt to blackmail the Cunard Steamship Company and of an alleged plot to blow up the Aquitania, or one of the company's other Transatlantic liners, was told at New York on June 11, following the arrest the previous night of a negro at Bogota, New Jersey. The man, who gave his name as Williams, which, however, is believed to be an alias, was arrested as the result of a successful ruse planned by the detective, in which the Cunard Company pretended to accede to his demand for \$20,000. Three letters to the company contained a threat that, failing payment of \$2,000, dynamite would be placed in the coal bunker of their largest liner, which would be blown up or at least seriously disabled at sea. The company's officials consulted with the police, and pretended to agree to the blackmailer's demand. Communication was opened, and the blackmailer undertook to flash a lantern signal alongside the railway near Bogota, a small station about eight miles from Jersey City, and a Cunard official was to throw a package of notes from a specified train. The Cunard official duly travelled by the appointed train from Jersey City, but he was accompanied by half a dozen armed detectives, and immediately the light was flashed from the wayside the emergency brake of the train was clapped on and the detectives jumped out and arrested the negro.

A German Shipping Feast.

Saturday, June 20, is likely to become a red letter day in the history of Germany's mercantile marine. The launch of the very latest "world's biggest ship," the third of the trio of Hamburg American giants, of which the Emperor and the Vaterland were the first, took place on that date under the personal auspices of the Kaiser. It was the occasion of a spectacular demonstration of the might present and of the ambitious future of the German merchant navy. All the great captains of industry with whom Emperor William loves to consort, to the unceasing obsequies of his merely aristocratic satellites, surrounded the Supreme Sea Lord when the 62,000 ton hull slid into the murky Elbe, and consecrated themselves afresh in its significant presence to "Germany's future on the water." Sir Owen Phillips is doubtless right when he says that Great Britain, fascinated by the meretricious of German naval power, has been prone to forget that her merchant marine has been increasing by leaps and bounds no less impressive. But the Germans declare there is still a big sport in front of them if they are ever seriously to menace British supremacy represented by roundly 19,000,000 of registered shipping tonnage, compared to Germany's round 5,000,000.

Tragic Accident at Chittagong. A very regrettable accident occurred at Chittagong (Bay of Bengal) on June 21, resulting in the drowning of the second officer of the Clan Macintosh. At about 1.30 on Sunday morning, the captain of the Clan Macintosh gave orders to the second officer to go and get a gharry for the purpose of taking to hospital one of the firemen who was sick. The second officer came off duty at about 12 o'clock but could not succeed in finding a gharry near the jetties as these are situated a long way from the town. As he was returning to the jetties he met the fourth officer of the Clan Urquhart, who had lost his way, and whom he offered to see safely to his ship. As they approached the Clan Urquhart one of them tripped over a rail and they both fell from the front of the jetty in between the ship and the jetty. The fourth officer happened to fall on a beam below the jetty. His cries soon brought him assistance and he was rescued. But no trace of Mr. L. P. Middleton, the second officer of the Clan Macintosh, could be found, and it is surmised that in falling from the jetty his head must have struck against a pile and that he was unconscious when he reached the water. He was a good swimmer and an athlete, about 30 years of age, and unmarried.

Oysters, Fresh, Fried or Stewed,
Finton Haddock, Kippers &c.
ALEXANDRA CAFE.

SHIPPING

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration).

For	Steamship	On
S'PORE, Pang & C'utta	Kutsang	Sat., 18th July at noon
MANILA	Loongsang	Sa., 18th July at 2 p.m.
Y'HAMA, Kobe & Moji	Fooksang	Mo., 20th July at noon
SANDAKAN	Hinsang	Mo., 20th July at noon
MANILA	Yunsang	Sat., 25th July at 2 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Lalsang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat," "Yatsing" and "Sulsang" having Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 10 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried. Passengers, and are fitted throughout with Electric Light. Taking cargo on Through Bills of Lading to (any) ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau, etc.

Taking cargo on Through Bills of Lading to Kudat, Lahad Datt, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM
PAKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service—Homeward.

For	Steamers	Date of Sailing
LONDON & ANTWERP	Den of Ruthven	19th July.

Trans-Pacific "Shire" & "Glen" Joint Service.

For	Steamers	Date of Sailing
VICTORIA, V'VER, ST'LE, TACOMA & P'LAND	Den of Airle	10th August.
VICTORIA, V'VER, ST'LE, TACOMA & P'LAND	Den of Airle	10th August.

Cargo accepted on Through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents.

THE TAIKOO DOCKYARD

& ENGINEERING Co. OF

HONGKONG, Ltd.

TAIKOO DOCKYARD,

HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS

FORGEWORKERS, BRASS & IRON FOUNDERS, CON-

STRUCTIONAL ELECTRICAL & MECHANICAL

ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE

AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,

Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of

Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34' 6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons

displacement, providing conditions for painting ships with most

efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-

HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,

Rivets, etc.

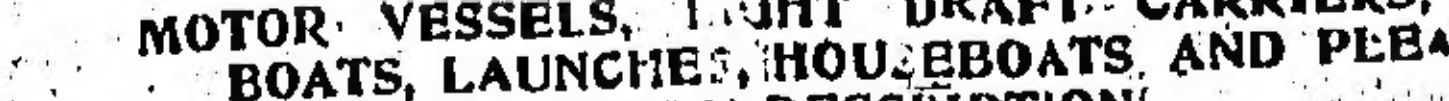
AGENTS for:

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty & War Office.



C.S. type Motor and Reserve Gear.

B.H.P. 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN

BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE

RAFTS OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR

VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE

HONGKONG, CHINA AND JAPAN. AGENTS.

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be De-spached.
M'les, Havre, Bremen & H'burg	Preussen	H. A. L.	19, July
London & Antwerp	D. of Ruthven	J. M. Co.	19, July
Genoa, Marseilles and Liverpool	Ajax	B. & S.	20, July
London, Amsterdam & Antwerp	Atreus	B. & S.	20, July
London, via Usual Ports of Call	Assaye	P. & O.	21, July
London & Antwerp via S'pore etc.	Nagoya	P. & O.	22, July
N'ies, G'oa, A'rs, L'bon S'ton, &c.	Klois	M. & Co.	22, July
Hamburg & Antwerp	Hoerde	H. A. L.	24, July
Havre, Bremen & Hamburg	Sile'a	H. A. L.	27, July
Glasgow and Rotterdam	Glenstrae	S. T. Co.	27, July
M'elles via S'gon, S'pore, C'bo,	Atlantique	M. M. Co.	28, July
Port Said			
Marseilles, London & Antwerp	Iyo Maru	N. Y. K.	29, July
via Singapore, &c.	Stentor	B. & S.	1, Aug.
Marseilles, Rotterdam etc.	Stentor	B. & S.	1, Aug.
T'le, Flume V'ce, via S'pore etc.	Stentor	B. & S.	1, Aug.
Genoa, Dunkirk & Hamburg	Stentor	B. & S.	1, Aug.
Havre & Hamburg, &c.	Stentor	B. & S.	1, Aug.
M'les, R'dam, Hamburg & A'werp	Stentor	B. & S.	1, Aug.
Havre, Emden & H'burg	Stentor	B. & S.	1, Aug.
H'rs, H'burg, A'werp &c.	Stentor	B. & S.	1, Aug.
Genoa, Havre & H'burg	Stentor	B. & S.	1, Aug.

NEW YORK, SAN FRANCISCO AND CANADA.

Destination.	Vessel's Name.	For Freight Apply To	To be De-spached.
Boston & New York	M. Castle	M. & Co.	18, July
San Francisco & San Pedro	Boasie Dollar	R. D. Co.	20, July
Victoria, B.C. & T'mavia S'hai &c.	Canada M.	O. S. K.	22, July
V'couver, via S'hai, Japan etc.	E. of Japan	C. P. R.	22, July
San F'co via S'hai & Japan &c.	Shinyo M.	T. K. K.	23, July
San F'co via K'lung, S'hai & Japan	Shinyo M.	T. K. K.	23, July
Boston & New York	Indrakula	J. M. Co.	23, July
V'ia, B.C. S'hai via K'lung, S'hai &c.	Tamba M.	N. Y. K.	27, July
Victoria, V'ver, S'tle & P. (Or.)	Andalusia	H. A. L.	2, Aug.
San Francisco, via Shanghai,	Chiyo M.	T. K. K.	4, Aug.
M'la, Japan and Honolulu	Royal	A. K. & Co.	5, Aug.
Boston and New York via Ports	Prince	A. K. & Co.	5, Aug.
and Suez Canal	Teucer	O. S. K.	6, Aug.
Victoria, Tacoma, Seattle etc.	Tacoma M.	O. S. K.	6, Aug.
V'ia, B.C., T'ma via K'lung, Japan	Den of Airle	J. M. Co.	10, Aug.
Victoria, Vancouver, Seattle,	M'nesota	N. Y. K.	14, Aug.
Tacoma & Portland			
Seattle via Nagasaki etc.	Tenyo M.	T. K. K.	25, Aug.
San Francisco, via Shanghai,	Nippon M.	T. K. K.	8, Sept.
M'la, Japan and Honolulu	C. P. R.		9, Sept.
San Francisco, via Shanghai,	Belgravia	H. A. L.	17, Sept.
M'la, Japan and Honolulu	Brasilia	H. A. L.	12, Oct.
Vancouver via S'hai, Japan etc.			
Victoria, V'ver, S'tle & P'land (Or.)			

AUSTRALIA.

Australian Ports via Manila	Nikko M.	N. Y. K.	29, July
Australian Ports via Manila	Aldenharn	G. L. Co.	31, July
Australia Ports	P. Waldeemar	M. & Co.	8, Aug.

SINGAPORE, COAST PORTS AND JAPAN

Manila	Loongsang	J. M. Co.	18, July
Shanghai and Tsingtau	Yingchow	B. & S.	18, July
Nagasaki, Kobe and Yokohama	Goettingen	M. & Co.	19, July
Tamau via Swatow & Amoy	Daigi Maru	O. S. K.	19, July
Swatow, Amoy, N'po & Shanghai	Hanyang	B. & S.	19, July
Foochow via Swatow & Amoy	Kaijo M.	O. S. K.	20, July
Yokohama, Kobe and Moji	Fooksang	J. M. Co.	20, July
Kobe	P. Waldeemar	M. & Co.	21, July
Swatow, Amoy and Foochow	Haizan	D. L. Co.	21, July
Moji and Kobe	Colombo M.	N. Y. K.	22, July
S'hai, N'aki, Kobe & Yokohama	Yorek	M. & Co.	22, July
Anping, Takao via S'tow & Amoy	Sosho Maru	O. S. K.	22, July
Hoihow and Haiphong	Kaifong	B. & S.	22, July
Shanghai	Anhui	B. & S.	23, July
S'pore, M'ius & South A'can P.	Salamis	B. L. L.	24, July
Swatow, Amoy and Foochow	Haiyang	D. L. Co.	24, July
S'pore, Pang, Rangoon & C'utta	Tosa M.	J. M. Co.	25, July
Sandakan	Hinsang	D. S. Co.	25, July
Shanghai, Kobe & Moji	G. Apar	H. A. L.	27, July
Shanghai, Kobe and Yokohama	Scandia	M. M.	27, July
Shanghai, Kobe & Y'hama	Paul Lecat	M. M.	27, July
Nagasaki, Kobe and Yokohama	Kumano M.	N. Y. K.	28, July
S'hai, Moji, Kobe & Yokkaichi	Kawachi M.	N. Y. K.	28, July
Kobe and Yokohama	Kamo M.	N. Y. K.	29, July
Shanghai	Bohemia	S. W. Co.	1, Aug.
Shanghai, Y'hama, Kobe & Moji	China	S. W. Co.	1, Aug.
Shanghai, Kobe and Yokohama	Vorwaerts	S. W. Co.	1, Aug.
Bombay via Singapore, etc.	Ird M.	O. S. K.	13, Aug.
Shanghai, Kobe and Yokohama	Alesia	H. A. L.	14, Aug.
Shanghai, Kobe and Yokohama	Sithonia	H. A. L.	23, Aug.
Shanghai, Kobe and Yokohama	Liberia	H. A. L.	11, Sept.
Shanghai, Kobe and Yokohama	Altmark	H. A. L.	18, Sept.
Shanghai, Kobe and Yokohama	Tibodas	J.O.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tijlartjan	J.O.J. L.	Q. desp.
Japan	Tjikani	J.O.J. L.	Q. desp.
Shanghai	Tjikani	J.O.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tijlartjan	J.O.J. L.	Q. desp.
Shanghai	Tijlartjan	J.O.J. L.	Q. desp.

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For	Vessel.
Hongkong	Phuyen
India	Kutsang
Europe	Assaye
Philippines	Loongsang
Manzanillo	Mexico City
Strait	Koerbor
Shanghai	Hanyang

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From	Vessel.
America	Siberia

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF JAPAN left Yokohama on July 4, between 2 and 4 p.m.

The C. P. R. s.s. MONTEAGLE left Yokohama on July 13, between 2 and 4 p.m.

The C. P. R. s.s. EMPRESS OF RUSSIA left Nagasaki at 3 p.m. on July 13, and was due to arrive at Kobe at 3 p.m. on July 14.

The C. P. R. s.s. EMPRESS OF ASIA left Vancouver on July 9.

AMERICAN MAIL.

The P. M. s.s. SIBERIA with the United States mail left Yokohama on July 13, for Hongkong via Manila, and is expected to arrive at this port on July 25.

The P.M. s.s. KOREA will be despatched from Hongkong for San Francisco, Keelung, Shanghai, Kols, Yokohama, Shimon, Yokohama and Honolulu on Thursday, July 24, at 1 p.m.

AUSTRALIAN MAIL.

The E. & A. s.s. EMPIRE left Sydney for this port (via Queensland Ports, Port Darwin, Timor & Manila) on the 11th inst. and may be expected to arrive here on the 1st August.

GERMAN MAIL.

The L.G.M. s.s. DERFFLINGER which left here on the 29th inst. at 11 p.m. arrived at Singapore on Tuesday, the 14th inst. at 3 p.m.

MERCHANT STEAMERS.

The S. L. s.s. DEN OF AIRLIE left London on the 21st inst., and is due at Hongkong on the 8th August.

The East Asiatic Co's. s.s. SIAM left Port Said on Monday the 13th inst. and may be expected here on or about 18th August.

The S. L. s.s. CARNARVONSHIRE from Vancouver is due at Hongkong on the 23rd Aug.

The I. L. s.s. INVERCLYDE from New York passed the Suez Canal on the 23rd July, and is due at Hongkong on the 19th July.

The I. L. s.s. INDRAKULA from Yokohama is due at Hongkong on the 25th July, and will leave for New York via Manila on the 27th July.

The s.s. PRINZ WALDEMAR left Sydney on the 2nd inst. at 3 p.m. and may be expected here on or about the 25th July.

The s.s. INDRADEO passed the Suez Canal on the 7th inst. for Hongkong direct.

The s.s. G. APOAR sailed from Calcutta on the 31st inst. and may be expected here on or about the 21st inst.

The H. A. L. s.s. SENEGAMBIA left S'pore on the 13th inst. p.m. and may be expected here on or about the 19th inst. a.m.

The s.s. YOROK left Colombo on Sunday the 17th inst. p.m. and may be expected here on or about Wednesday the 22nd inst.

The Bank Line s.s. SALAMIS left Bangkok on Sunday 12th July, p.m. and may be expected here on Saturday, 18th inst., at daylight.

The Bank Line s.s. DUNERIC left Bangkok on Monday, 13th July, and may be expected here on the 20th inst.

The s.s. GOETTINGEN left Singapore on Tuesday the 14th inst. at 6 p.m. and may be expected here on or about Monday the 20th inst. at 6 a.m.

The s.s. ZAFIRO left Manila on Wed., the 15th inst. and is due here on Saturday, the 18th inst. at daylight.

The Moral Line s.s. LENNOX sailed from the United Kingdom on 18th June, and is due to arrive here on or about the 30th inst.

The Moral Line s.s. ERROLL sailed from the United Kingdom on 11th July, and is due to arrive here on or about the 23rd August.

VESSELS IN PORT.

Steamers.

Bourbon, Fr. s.s. 537, L'var Naut, 28th ult.—Salger, Gen.—Chinese.	Lyceum, Ger. s.s. 1,238, E. Aebagen, 13th inst.—Salger, 10th inst. Rice—Chinese.
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Saxon Monarch, Br. s.s. 3,624, A. Walker, 26th ult.—Philadelphia, Case, 20th ult.—S. O. Co.	Maunsang, Br. s.s. R. A. Mainard, 14th inst.—Tawi Tawi, 8th inst. Gen.—Order.
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Seangchoon, Br. s.s. 3,722, V. Graves, 26th ult.—Singapore, 25th ult. Gen.—Chinese.	Loongsang, Br. s.s. 1,093, Least, 14th inst.—Manila, 11th inst. Gen.—J. M. & Co.
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Rajatan, Ger. s.s. 1,189, C. Wolf, 28th ult.—Bangkok, 19th ult. Rice—B. and S.	Solveig, Norw. s.s. 2,529, F. Elneisen, 14th inst.—Java, Sugar & Gen.—J. C. J. L.
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Benderan, Br. s.s. 1,359, D. E. Calley, 2nd inst.—Singapore, 26th ult. Gen.—G. L. & Co.	Kutsang, Br. s.s. 3,110, Bradley, 13th inst.—Moji, 8th inst. Coal & Gen.—J. M. & Co.
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Aldenharn, Br. s.s. 2,410, G. L. Smith, 4th inst.—Manila, 2nd inst. Gen.—G. L. & Co.	Sulsang, Br. s.s. 1,737, Simpson, 13th inst.—Freemantle, Gen.—J. M. & Co.
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Foohsing, s.s. 1,423, H. Alcock, 7th inst.—Haiphong, 5th inst. Coal—J. M. & Co.	Linhai Scheff, Ger. s.s. 1,012, A. Struve, 15th inst.—Salger, 11th inst. Rice—S. & Co.
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Hopsang, Br. s.s. 1,359, C. A. Robertson, 6th inst.—Moji, 3rd inst. Coal—J. M. & Co.	Taiyo Maru, Jap. s.s. 1,525, T. Fumoto, 15th inst.—Ching-wan-tao, 9th inst. Gen.—M. B. K.
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Rheas, Br. s.s. 4,995, James Inkster, 7th inst.—Shanghai, 4th inst. Gen.—B. & S.	Fooksang, Br. s.s. 3,100, L. A. Mitchell, 10th inst.—Singapore, 10th inst. Gen.—J. M. & Co.
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MarK, Ger. s.s. 4,019, Loewe, 8th inst.—Singapore, 2nd inst. Gen.—M. & C.	Chidner, Norw. s.s. 1,102, Neilson, 16th inst.—Swatow, 15th inst. Gen.—A. T. & Co.
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C. Jel. on, Ger. s.s. 951, Jacobson, 9th inst.—Swatow 8th inst. Rice—Chinese.	Korea, Am. s.s. 5,651, A. W. Nelson, 15th inst.—San Francisco, 20th ult. Gen.—P. M. & Co.
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Hinsang, Br. s.s. 1,835, A. C. Kennedy, 10th inst.—Sandakan, 4th inst. Gen.—J. M. & Co.	Kut'iang, Br. s.s. 1,328, J. Robertson, 15th inst.—Swatow, 14th inst. Gen.—B. & S.
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S'govva, Ger. s.s. 3,707, O. Giesel, 10th inst.—Fookchow, 7th inst. Gen.—H. A. L.	Canada Maru, Jap. s.s. 3,750, H. Yamamoto, 11th inst.—Shanghai, 8th inst. Gen.—O. S. K.
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THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, FRIDAY, JULY 17, 1914.

COMPANY REPORT.

The Shanghai Dock and Engineering Co., Ltd.

The report of the Board of Directors of the Shanghai Dock and Engineering Co., Ltd., for presentation to the eighth annual general meeting, to be held at the Head Office, 26, Broadway, to-day, is as follows:—

Gentlemen.—The Directors submit herewith their report and statement of accounts made up to April 30th, last.

The net profits for the year ended the 30th. April, 1914, including the amount brought forward from last year, and after paying all charges and allowing for all known liabilities, amount to Tls. 313,508.12.

This amount the Directors recommend to be dealt with as follows:

A dividend of Tls. 5 per share absorbing Tls. 276,000.00 Amount to be carried forward to New Account—Tls. 37,508.12

Tls. 313,508.12 The only change in the Directorate during the year under review was the resignation of Mr. D. Landale, and the election of Mr. O. E. Anton to fill the vacancy.

In accordance with Paragraph 98 of the Memorandum and Articles of Association, two of the Directors, Messrs. A. M. Marshall and Carl Michelau, retire; the latter, being eligible, offers himself for re-election.

Owing to his approaching departure from Shanghai, Mr. A. M. Marshall does not offer himself for re-election, and the Directors will propose the election of Mr. E. O. Richards to fill the vacancy.

The accounts have been audited by Messrs. Lowe, Bingham and Matthews, who offer themselves for re-election.

Profit and Loss Account. To Directors, Auditors and Agents' Fees Tls. 8,400.00

Depreciation of Investments Tls. 1,174.29

Balance Tls. 313,508.12

Tls. 323,082.41

By Balance brought forward Tls. 180,116.29

Less Dividend of 3 per cent. declared 15/7/13 Tls. 185,000.00

Tls. 14,516.29

Unclaimed Dividends 155.00

Transfer Fees Collected during year 101.61

Interest received and estimated accrued on Investments, Deposits and Current Account with Bank less interest on Cash Deposits with Company Tls. 18,787.69

Transfer from General Working Account Tls. 289,541.82

Tls. 323,082.41

Balance Sheet.

Capital Account:—Registered Capital, 55,700 shares at Tls. 100 Tls. 5,570,000.00

Subscribed Capital, 55,185 shares issued at Tls. 100 fully paid up Tls. 5,518,500.00

15 shares at Tls. 100 due members late S. O. Farnham, Boyd and Co., Ltd. to be issued on application 1,500.00

55,200 Shares Tls. 5,520,000.00

Reserve Fund:—Balance of reserve taken over from S. O. Farnham, Boyd and Co. Ltd. 500,000.00

Depreciation Account:—Transfer from Reserve

Fund taken over from S. O. Farnham, Boyd and Co., Ltd. 500,000.00

Sundry Creditors:—Local Bills, etc. 111,880.41

Employees, for Deposits 4,825.00

Directors, Agents and Auditors' Fees 7,900.00

Unpaid Dividends 1,403.00

Tls. 124,608.29

Profit and Loss Account Balance Tls. 313,508.12

Tls. 6,959,517.41

Property Account:—Land:—Old Dock, Cosmopolitan Dock, International Dock, Tunkadco Dock, New Dock, Pootung Engine Works 1,729,419.03

Docks, Bundings, Wharves and Walls:—At all establishments 1,244,106.27

Harbour Mooring Buildings:—At all establishments 466,276.85

Machinery and Plant:—At all establishments 1,137,478.92

Tools, Patterns and Gear:—At all establishments 94,295.95

Steamers, Launches, Vessels 115,900.00

Pontoons, Steam Dredgers, Pile-drivers, etc. 74,925.87

Furniture:—Office and Drawing Office Furniture, drawing materials, and appliances, plans, etc. 16,800.00

Stock Account:—Value of Materials on hand 961,001.13

Sundry Debtors:—Accounts in course of collection, etc. (including value of completed portion of unfinished work, Tls. 206,539.19) less reserve for bad and doubtful debts 435,782.41

Investments and Deposits:—6 North-China Insurance Co., Ltd. 29 Hall & Holtz, Ltd. 13 Yangtze Insurance Association Ltd. 1 Hongkong Fire Insurance Co., Ltd. 10 Canton Insurance Office, Ltd. 170 Shanghai Mutual Telephone Co., Ltd. 180 Koochen T'p'ing & Tow Boat Co., Ltd. Tls. 20,036.41

Note.—There is a small contingent liability for uncalled capital on certain of above investments.

Hongkong and Shanghai Banking Corporation Fixed Deposits 373,512.50

Telegram Deposit 175.00

Mortgage on Security 100,000.00

First Mortgage Debenture 90,000.00

Tls. 683,723.91

Cash:—In hand 1,088.81

At Bank Current Account 74,173.04

At Bank Dividend Account 540.50

Tls. 75,802.35

Tls. 6,959,517.41

Jas. H. Osborne, Secretary.

John Prentice, H. A. J. Macray, O. E. Anton, A. M. Marshall.

Directors.

shall.

Auditors' Report to the Shareholders of the Shanghai Dock & Engineering Co., Ltd.

We have audited the above Balance Sheet with the books and accounts of the Company and have obtained all the information and explanations we have required. It is considered that the Tls. 500,000.00 standing to the credit of Depreciation Account is amply sufficient to cover any depreciation of the Company's fixed assets. The stocks of materials and their values have been certified by the Manager and Secretary; the values of the machinery, plant, tools and work in progress have been certified by the Manager. Subject to the foregoing, such Balance Sheet is in our opinion properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs according to the best of our information and the explanations given us, and as shown by the books of the Company.

LOWE, BINGHAM AND MATTHEWS, Auditors.

Shanghai, July 3, 1914.

FLOOD RELIEF FUND.

Big Chinese Bazaar Planned.

To Last Seven Days, Beginning on the 28th inst.

A meeting was held last night at the offices of the Confucian Society to discuss the advisability of holding a bazaar in aid of the Flood Relief Fund. In spite of the inclemency of the weather, there was a large attendance. The Hon. Mr. Lau Chu-pak was voted to the chair. After some explanatory remarks by the Chairman concerning the object of the meeting, it was decided to hold a bazaar at the Tung Ting Restaurant at Kennedy Town in aid of the Flood Relief Fund, for seven days, commencing from the 28th inst.

The following regulations were adopted at the meeting:—

1. This society shall be called the Kwong-Tung Flood Relief Bazaar Society of Hongkong.

2. All those who subscribe money or send articles or render services to the Society shall become members of the Society.

3. Subscribers of \$25 and upwards shall become honorary members of the Committee. Those who take part in the management of the affairs of the Society shall become members of the Executive Committee who shall, from among themselves, elect a President, a Vice-President, four Treasurers and three Secretaries.

4. The organization of the Bazaar and management of all affairs shall be left in the hands of the President and the Executive Committee.

5. It shall be the duty of the Executive Committee to select a site for the bazaar, and to use their influence with the charitable disposed persons to make gifts in the shape of articles, which shall be sold at the bazaar.

6. The proceeds of the sale of all articles, together with the subscriptions collected, shall, after deducting therefrom the expenses of the bazaar, be appropriated for the relief of the flood sufferers.

7. Admission to the bazaar shall be by ticket. The cost of a ticket shall be 20 cents.

8. All those who take part in the management of the affairs of the bazaar shall give their services gratis, and find their own food. This regulation, however, shall not apply to the employees of the Society.

9. The bazaar shall be open each day from 2 p.m. to midnight, for a period of seven days. Those who shall take charge of the stalls shall be divided into two

BANKRUPTCY CASE.

Receiving Order Made Against Chinese Firm.

In connection with the affairs of the Shan Chuen Firm, the Chief Justice, Mr. Justice Gompertz, to-day heard an ex parte application by Mr. Grist, of Messrs. Wilkinson and Grist, on behalf of the Tung Shing Cheung Firm, for a receiving order to be made against the first-named firm.

Mr. Grist said that this was an ordinary creditor's petition. It was in the usual form and the two acts of bankruptcy alleged were, firstly, that the managing partner had absented himself from Hongkong, and that notice had been given to the creditors that the firm had suspended payment. The trustees, who had been appointed in Chinese fashion, had in their hands about \$30,000. They had not distributed, and they were neglecting to collect any further money.

The receiving order was made.

Mr. Grist said that this was an ordinary creditor's petition. It was in the usual form and the two acts of bankruptcy alleged were, firstly, that the managing partner had absented himself from Hongkong, and that notice had been given to the creditors that the firm had suspended payment. The trustees, who had been appointed in Chinese fashion, had in their hands about \$30,000. They had not distributed, and they were neglecting to collect any further money.

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Mr. HOMER CROY.

AMERICAN HUMOROUS WRITER IN HONGKONG.

Thinks Hongkong Wants Waking Up.

An interesting visitor to Hongkong just now is Mr. Homer Croy, one of America's younger generation of humorists, who is touring the world on behalf of *Leslie's Weekly*.

Mr. Croy is author of "When to Lock the Stable," and is a frequent contributor to many well-known American papers and magazines; and this morning he gave to the *Telegraph* some interesting views on the subject of humour in general.

"I used to write tragedy and serious stuff," he said; "but I find it easier to live by amusing the American public."

This, in his own words, is how Mr. Croy started his journalistic and literary career:

"My first job was working on the local paper. I received three dollars a week—every week, rain or shine. I was the best leg reporter the paper ever had. I could walk farther and ask more questions getting a two-line local paragraph than any other person ever employed on the paper. The first two weeks, about the only stories I turned in were happenings in my own family. My father couldn't shut the front door without my having it in the paper. One day the Editor called me in and said, 'I'm afraid I'll have to dispense with your services; there aren't enough Croys taking the paper to make retaining you profitable.' Taking the hint, I resigned. Eventually I got a job on a paper in St. Louis—filling the fire buckets. The editor said he thought I was gifted in this line, and the home paper spoke of it as 'a lucrative position.'"

"When they found they could get along without me, I went to New York and got a job with a press agent. My principal duty consisted in telling him when to duck out of the side door. Then I got a job on a magazine, and pretty soon founded one of my own. Personally I am tall—with a high, backward forehead, getting more backward each year. It won't belong before it can be seen by the people in the row behind."

As has occasionally been done before by Americans, Mr. Croy is making notes for a book on China; but with this reservation—that it is to be avowedly comic instead of characterised by unconscious humour. In this way it should be a great success. In his writings he follows the more subtle aspects of fun, and so his work forms a useful counterblast to what has been termed "the heavier type of jest, which, till recently seems to have satisfied most American humour readers."

"American humour," said Mr. Croy, "consists mostly in exaggeration; personally I believe in, if anything, under-estimating the force and possibilities of a funny situation. Now I am just reading your man, W.W. Jacobs, for the first time, and I must say I like him immensely, though I don't believe he would make much of a hit in America—at present. His points are a little too fine. We Americans are just beginning to learn. Our notion of humour is still a little of the 'slap-stick' order; seeing matter for laughter in a chair's being pulled from under a man; and therefore I say that the time has not yet come for Jacobs to be appreciated over the other side."

"One leading difference, that I find between English and American humour, is that the English tends more towards playing on words, while the American consists largely in happy comparisons. To give an instance: where, in connection with the word 'typewriter,' an Englishman will at once turn the joke on the 'double meaning of the word—the machine and the girl—the American will content himself with saying that the typewriter makes a noise like an ungreased waggon-wheel."

"Admittedly the English have a better and bigger command of words than we have but, in addition to this, they have far more men than we, who have succeeded in embodying their humour in fiction form, and so preserving it for future generations; whereas, with the exception of Mark Twain and a few others, some of our people's cleverest work has been in the shape of fugitive papers and short paragraphs, which have stood no chance of being preserved."

"But, how about Artemus Ward?" Mr. Croy was asked. "Will you be surprised to know that Artemus Ward is no longer read?" was the reply. "You have to remember that fashions in this sort of thing are continually changing. The early humour consisted very largely in mis-spelling words. Then came another phase: spelling the words correctly, but writing ungrammatically. People got tired of these, and have now entered on the new phase of correct English and finer and more subdued humour. I believe that Bill Nye is the only one of the old funny men who will live; and to my way of thinking he was a greater man than Mark Twain; but he laboured under the disability that I have mentioned, namely: that, with one or two exceptions, he only handled real humour in short 1,000 word articles, many of which have been lost to us. In actual fact, Bill Nye said more witty things in half his lifetime than Mark Twain in the whole of his."

"I myself like the thinking humour. Here is an example—not my own. Two shop girls were debating as to what they should buy a third for a present. One said, 'I thought of buying her a book.' 'Oh,' said the other one; 'hat she's got a book.' 'Here's another, my own, this time. A father was taking his little daughter along the seashore; and, to keep her amused for a few minutes, he said, 'Look here, Mary; if you can find two pebbles exactly alike, I'll give you a dollar.' The father thought he would now be left in peace; but the next moment the kiddie ran up. 'Papa,' she said; 'I've got one of them.'"

"What's the funniest thing you've seen in Hongkong?" asked the interviewer; whereat Mr. Croy replied somewhat gloomily.

"Hongkong doesn't seem the sort of place to provide humour. In the North I saw a cackle-burra growing on the Great Wall of China which I had expected to find just an ordinary wall about a foot thick, with lovers' initials carved out all over it; and in Canton I saw a flea-trap. Those things were funny in their way; but I guess Hongkong's just about the most lugubrious place I've struck. Everyone takes himself so thundering seriously. If you ask information on the simplest matter, the man to whom you're speaking gives it with the air of the most profound wisdom, and every other man you meet goes along as if the whole weight of the responsibilities of the Colony rested on his individual shoulders. I guess Hongkong would do with a little waking up."

To-morrow's Auction. To-morrow, at 11 a.m., Mr. G. P. Lamert sells at his sales room a portion of the stock-in-trade of a well-known tailor's shop.

Harbour Offence. At the Marine Court, this morning, two Chinese who allowed their lighters to remain in the cable reservation, were fined \$15.

Lecture. A lecture, which all officers not on duty are to attend, will be given by Lieut-Colonel F. Ronnick, 40th Pathans, on Thursday, July 30, at 11.20 a.m. in the R.A. Theatre, Victoria Barracks. Subject—"The Events after Waterloo."

Promotion. The following is an extract from the *London Gazette*, dated June 16.—The King has approved the promotion of the following Officer of the Indian Army:—Second-Lieutenant Eric Hubert Gray, 74th Punjab, to be Lieutenant. Dated 24th April, 1914.

Leave. Leave on private affairs, to the neighbouring countries, is granted to Major G. B. Crisp, R.A.M.C., from August 5 to September 30.

THE LATE MR. A.G. STEEL.

Cricketers all over the world, and not least in Australia, will lament the death of Mr. A. G. Steel, famous in the late seventies and early eighties both as batsman and bowler. He came of a cricketing ancestry and his triumphs began as Marlborough, where he captained the school eleven for two years.

On going to Cambridge he achieved the distinction, never before or since equalled by an undergraduate, of heading the English bowling averages. He at once became an All England cricketer, played eleven times for the Gentlemen against the Players at Lords, and took part in thirteen Test matches against the Australians. He was a stalwart member of Mr. Ivo Bligh's touring team. Mr. Steel was really the first bowler to devise the art of concealing from the batsman the way the ball was going to break, and Mr. Edward Lytton, who kept wicket for him so often, used to say that he was never quite sure how the ball was going to turn. Mr. Steel was a famous Admiralty lawyer, and, at the time of his death, was Recorder of Oldham. I remember two characteristic things done in the field by "A.G." Playing against the Australians at Liverpool he captured the most formidable batsman of a great smiling side, when that player was well set and as comfortably "in possession" as a halibut, by creeping up close to the wicket unseen, a manoeuvre for which he used the umpire as an effective screen, and thereby snapping up an impossible catch. It was a painful surprise to the batsman. The other episode was also in a match against Australia. "A.G." was captain of the English side and the Australian batsmen were making hay of "A.G.'s" best medium paced bowlers. At last he took the blanket off his dark horse; i.e., put on a quite unknown West-country fast bowler whose considerable merits had attracted "A.G.'s" discriminating notice. The new bowler peeled off his sweater, and prepared, under the watchful eyes of the Australian champion, to loosen his arm by sending down the usual practice balls. "A.G." stopped him peremptorily. "Bowl at the wickets, man," he said, "don't give your hand away to begin with." That bowler's first ball knocked the leading batsman's middle stump almost as far as longstop.

Returned from Leave.

Police Sergeants Sutton and Paterson have returned to the Colony after being home on leave. Sergeant Marks has had an extension of leave, and is due in about two months' time.

Dog-owner Prosecuted.

Mr. W. Davies, of the Seaman's Institute, was charged this morning, at the Police Court, with allowing his dog out without having its muzzle on. The case was remanded until to-morrow.

Anarchists in London.

Members of the International Anarchist Group are gathering in London for the annual conference of delegates from all parts of the world, to be held at Hackney towards the end of August.

BUTCHER MEAT

Beef	Sirloin & Prime Cut,—Mei Lung Pa	...	lb.	12
"	Corned,—Ham Ngau Yuk	...	"	20
"	Roast,—Shiu	...	"	22
"	Breast,—Ngau Lam	...	"	18
"	Soup,—Tong Yuk	...	"	18
"	Steak,—Ngau Yuk Pa	...	"	22
"	do.—Sirloin Ngau Lau	...	"	35
"	Sausages,—Ngau Chaung	...	"	20
Bullock's	Brains,—Know	...	per set	12
"	Tongue fresh,—Ngai Li	...	each	60
"	corned,—Ham Ngau Li	...	"	0
"	Head,—Ngau Tau	...	"	\$1.20
"	Heart,—Ngau Sam	...	"	14
"	Hump, Salt,—Ngau Kin	...	"	24
"	Feet,—Ngau Kaski	...	"	8
"	Kidneys,—Ngau Yiu	...	"	12
"	Tail,—Ngau Mei	...	"	12
"	Liver,—Ngau Kon	...	lb.	22
"	Tripe (undressed)—Ngau To	...	"	7
Calf's	Head & Feet,—Ngau Chai-tau-kark	...	set	\$1
Mutton	Chop,—Young Pai Kwat	...	lb.	25
"	Leg,—Young Poi	...	"	25
"	Shoulder,—Young Shau	...	"	24
Pigs	Chitlins,—Chu Chong	...	"	27
"	Brains,—Chu Know	...	per set	2
"	Feet,—Chu Kark	...	lb.	12
"	Fry,—Chu Chok	...	"	3
"	Head,—Chu Tau	...	"	17
"	Heart,—Chu Sam	...	each	10
"	Kidneys,—Chu Yiu	...	pair	8
"	Liver,—Chu Con	...	lb	24
Pork,	Chop,—Chu Pai Kwat	...	"	23
"	Corned,—Ham Chu Yuk	...	"	—
"	Leg,—Chu Poi	...	"	27
"	Fat or Lard,—Chu Fan	...	"	—
Sheep	Head and Feet,—Young Tau Kark	...	set	65
"	Heart,—Young Sam	...	each	7
"	Kidneys,—Young Yiu	...	"	10
"	Liver,—Young Con	...	lb.	25
Smoking	Pigs, To Order—Chu Cha	...	"	22
Suet,	Beef—Sang Ngau Yau	...	"	18
"	Mutton,—Sang Young Yau	...	"	24
Veal,	—Ngau Chai Yuk	...	"	19
"	Sausages,—Ngau Chai Chaung	...	"	20

肉食

Shain—Maukau Y	...	...	...	...	...	1b 35	左
Salmon—PS	...	...	...	...	...	10	
Sau Yark—Yu	...	...	...	...	...	12	
Shrimps—Ha	...	...	...	...	...	28	担
Snapper—Lap Yu	...	...	...	...	...	32	
Soles—Tat Sa Yu	...	...	...	...	...	28	
Tench—Wan Yu	...	...	...	...	...	18	
Turbot—Cho How Yu	...	...	...	...	...	20	
Turtles, small, fresh water—Kork Yu	...	...	...	...	...	60	
White Bait, Ngau Yu Chai	...	...	...	...	...	21	

FRUITS.

Almonds,—Hung Yan	... ..	lb.	30
Apples (California)—Kam San Ping Kho	... ..	"	25
(Chefoo)—Tin Chun Ping Kho	... ..	"	—
Small,—Hoi Tong	... ..	"	—
Custard,—Fan Lai Chi	... ..	each	—
Bananas, fragrant, Canton,—San Shing Heang Chiu	... ..	lb.	4
(brides), Macao,—San Heung Chiu	... ..	"	—
Chestnuts, Chinese,—Focng Lut	... ..	"	—
Carambola,—Young Tuo	... ..	"	—
Cocoanuts,—Yeh Tse	... ..	each	12
Lemons, China,—Ning Moong	... ..	lb	8
America,—Kum San Ning Moon	... ..	"	8
Lichees Dried,—Lai Chi, small Stone	... ..	"	60
Fresh,	... ..	"	—
Limes, (Saigon)—Sai Kung Ning Moong	... each	"	10
Mango, Manila,—Lui Sung Mong	... ..	"	8
Mangosteens,—San Chuk Tse	... ..	doz	25
Oranges, (Canton)—San-shing Tim Ohing	... ..	lb	15
Sweet	... ..	"	—
Pears, (American)—in San Shoot Lay	... ..	"	—
(Canton), Cookee,—Se Lay	... ..	"	20
Peanuts,—Fa Sang	... ..	"	10
Perisimmons Large,—Hong Ohie	... ..	"	—
Pine-apples, 1st quality,—Poon Ti Paw Law	... each	"	12
2nd ,—Chung-tang Paw Law	... ..	"	10
Plantain,—Tai Cheu	... ..	lb	3
Plums,—Swatow, Hung Lai	... ..	"	8
Pumelo, Siam,—Ohim Lo Yau	... ..	each	6
Shanghai,—Lo Kwat	... ..	"	—
Walnuts,—Hop Tuo	... ..	lb	15
Green,—Sang Hop Tuo	... ..	"	—
Water Melon,—(Am.) Kom San Sai Kwa	... each	"	14
(China) Sai Kwa	... ..	"	—
Grapes,—Sang Po Tai Tse	... ..	lb	—

菓子

仁生海平
金天蓬平
香番城香
風馬桃香
橋柳椰香
山荔枝乾

西呂宋
山沙朥
紅花生

波羅檳榔
暹羅合山
瓜拉生

地等大紅運
海上

本中上

POULTRY.

Chickens,—Kai Chai	lb	32
Capon, Large, Small,—Sin Kai	"	32
Ducks,—Ap	"	20
Doves,—Fan Kau	each	"
Eggs, Hen—Kai Tan	per doz	20
Fowls, Canton,—Kai	lb	35
Hainan,—Hoi Nam Kai	"	20
Geese,—Ngo	"	22
Geese, Wild S'hai,—Shang-ho Yea Ngo	"	"
Musk Deer,—Wong Keng	each	—
Hare, Shanghai,—Tu Chai	"	—
Partridge,—Che Khoo	"	—
Pheasant,—Shan Kai	pair	\$
Pigeons, Canton,—Pak Kap	each	33
Hoihow,—Hoi How Pak Kap,	"	25
Quail,—Um Chan	"	"
Rice Birds,—Wo Fa Cheuk	dozen	—
Snipe,—Sa Ohoy	each	—
Turkeys, Cook—Phor Kai Kung	lb.	60
Hen, Na	"	45
Wild Ducks, S'hai,—Shang hoi Sui Ap	\$	—
l.—Sai Ap Chai,	"	—
Ducks Canton—Sang Shing Sui Ap	\$	—

生口

Artichokes, Shanghai,—Sheung-hoi Ah Chi		
Oheuk	...	lb 6
Beans, (French), Macao,—Oh Moon Pin Tau	...	15 美
(French) Shanghai,—Sheung Hai Pin	...	
Tau	...	—
Sprout,—Ah Cho	...	8
Long,—Tau Ko	...	—
Beet Root,—Hung Choi Tau	...	each 6
Brimjals, Green,—Ching Yuan	...	8
Red,—Hang Ker	...	10
Cabbage; Chinese, com,—Kai Choy	...	10
Cabbage Red,—Hung Yee Choy	...	—
Cabbage, Shanghai,—Yeh Choi	...	12
Cane Shoots, bunch,—Kau Shan	...	lb. 8
Cauliflower, Large size,—Tai Yeh Cho Fa	...	each —
Medium size,—Cheung Yeh Cho Fa	...	大 中
Small size,—Sai Yen Choi Fa	...	細
Carrots,—Kam Shum	...	lb. 6
Celery, Chinese,—Tung Kan Choi	...	8
English,—Yeung Kan Choi	...	—
Chillies Dried,—Gon Lat Chin	...	30
Red,—Hung Far Chin	...	20
Green,—Ching Lat Chin	...	15

菜蔬

丁門 治邊 竹豆
海豆 柳豆
紅豆 菜豆
紅豆 菜豆
金柳 菜豆
大柳 菜豆
中柳 菜豆
細柳 菜豆
金唐 菜豆
乾紅 菜豆
紅豆 菜豆

French.

Montcalm**	Armoured cruiser	11,000	—	20,000	Capt. Vieux	
Dupleix	Armoured cruiser	10,014	30	20,000	Capt. Davelny	Shanghai
Decidue	Gunboat	645	10	1,000	Lieut. Matna	
Argus	River gunboat	180.	6	570	Lieut. de Madrille	Canton
Vigilante	Gunboat	123	7	500	Lieut. Leandet	Canton
Peiho	Gunboat	130	—	—	Lieut. Collin	Tongku
Dondard de Lagree,	Gunboat	—	—	—	Lieut. Millof	Tchong-king
** Flagship of Rear-Admiral Huguet,	Commander-in-Chief, the French China Station					
Styx	Armoured gunboat	1,798	10	1,760	Lieut. Martot	Saigon
Fronde	Destroyer	350	7	303	Lieut. Theroine	Saigon
d'Iberville	Destroyer	—	—	—	Capt. de Frigate Andemar	Shanghai
Pistolet	Destroyer	130	7	300	Comdr. Castagne	Saigon
Mousquet	Destroyer	307	6	300	———	Saigon
Manche	Surveying-ship	1,625	10	9,000	Com.	Saigon
* Flagship of Commodore Paris de Boissourvray,	Commanding the local defence Indo-China.					

Portuguese.

Emden	Cruiser	3,800	22	13,500	Capt. v. Muller	Tsingtau
Gneisenau	Armoured cruiser	11,600	36	28,000	Captain Branninghaus	Tsingtau
Itis	Gunboat	900	12	1,300	Comdr. Sachse	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Luring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Hann	Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow
Nurnburg	Cruiser	3,400	22	13,200	Capt. v. Schonberg	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Firlie	Yangtze
Boharnhorst	Flagship	11,600	38	28,000	Capt. F. Schultz	Tsingtau
B. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Brunner	Tsingtau
Figer	Gunboat	900	10	1,350	Comdr. Becker	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton
Vaterland	River gunboat	223	4	500	Oblt. z. S. Dresler	Yangtze
Portuguese,						
Adamaster	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patria	Gunboat	700	—	—	Capt. Luis A. de Magalhães	Correa M

UNITED STATES VESSELS.

A-2	Submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	"	—	—	—	Ensign J. R. Mann	"
A-3	"	—	—	—	Ensign H. L. Bahel Daffer	"
A-7	"	—	—	—	Ensign E. L. Wood	"
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo-boat des.	420	7	8,000	Lieut. R. A. Spruance	Cavite
Barry	Torpedo-boat des.	420	7	8,000	Lieut. C. S. Keller	"
Callao	Gunboat	243	8	250	Lieut. S. M. La Bounty	Canton
Chancey	Torpedo-boat destroyer	420	7	8,000	Lt. J. C. Gennings	Cavite
Cincinnati	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruising
Dale	Torpedo-boat destroyer	420	7	8,000	Lt. V. K. Coolman	Cavite
Decatur	Torpedo-boat destroyer	420	7	8,000	Lt. E. Darr	"
Elcano	Gunboat	620	4	600	Lt. Com. V. S. Gannon	Shanghai
Helena	Gunboat	1,392	8	1,988	Com. G. R. Marvell	Shanghai
Hohican	Station ship	1,900	6	1,100	Lieut. V. R. Lowe	Cavite
Ironclad	Monitor	3,990	6	3,600	Lt. Y. Reinbach	Olóngapo
Montezuma	Monitor	4,034	4	5,277	Ensign P. J. Peyton	Cav Canton
Pampanga	Gunboat	243	8	—	—	—
Piscataqua	Sea going tug	854	2	1,600	—	—
Pompey	Repair ship	3,085	—	—	—	—
Ramoth	River boat	—	—	—	—	—
Wilmington	Cruiser	—	—	—	Lt. Com. O. W. Coles	Canton
Saratoga	Flagship	—	—	—	Com. H. H. Hough	Hongkong
Galveston	Cruiser	—	—	—	J. H. Dutton	Shanghai
		—	—	—	Com. R. H. Leigh	"

FISH.

[illegible]

海鮮

Horse Radish, Shanghai, —Lik Kan	...	...	...	...	0
Indian Corn, —Suk Mai	...	...	...	...	10
Lettuce, —Young Sang Choi	...	...	...	...	each 15
Water Chestnuts, —Ma Tai	...	...	...	...	lb. —
Mandarin, —Kwai Lum Ma Tai	...	...	...	...	lb. —
Mushrooms, Fresh, —Sang Cho Koo	...	...	...	...	30
Muskmelon, Amer. —Kam-san Hong Kwa	...	...	...	...	each 6
Okra, —	...	...	...	...	lb 10
Onions Bombay, —Young Chong Tau	...	...	...	...	lb 6
Green, —Sang Chong	...	...	...	...	6
Shanghai, —Shang-hoi Chong Tau	...	...	...	...	6
Papaya, 1st qual. —Tai Man San Kua	...	...	...	...	each 8
2nd Chong	...	...	...	...	—
Paraley, —Kun Cho	...	...	...	...	8
Green Peas, —Ching Tau	...	...	...	...	lb. —
Potatoes, Sweet, —Fan Shu	...	...	...	...	3
Shanghai, —Shang-hoi Shu Tsai	...	...	...	...	3
Japan, —Yut Poon Shu Tsai	...	...	...	...	—
American, —Fo Ki Shu Tsai	...	...	...	...	10
Foochow, —Foo-chow Shu Tsai	...	...	...	...	11
Pumpkin, —Tong Kwa	...	...	...	...	3
Redish, —Hung Lo Pak Tsai	...	...	...	...	8
Turnbush (Fresh), —Tai Wong	...	...	...	...	3
Cage, —Tse So	...	...	...	...	3
Challots, —Gon Chong Tau	...	...	...	...	4
Spinach, —Yin Choi	...	...	...	...	10
Tomatoes, —Fan Ker	...	...	...	...	10
Turnips, —Wu Tau	...	...	...	...	8
Pumpkin, —Punti, (Long), —Lo Pak	...	...	...	...	8
English, —Young Lo Pak	...	...	...	...	8
Vegetable Marrow, —Ohit Kwa	...	...	...	...	5
(American), —Kam-san Ohit Kwa	...	...	...	...	5
Water Cress, —Sai Young Cho	...	...	...	...	5
Lily Root, —Lan Ngau	...	...	...	...	10
Beans, —Tai Shun	...	...	...	...	6

The prices necessarily vary from day to day and the board has no power to compel stallholders to sell at the

The prices necessarily vary from day to day and the Board has no power to compel stallholders to sell at the pr-

PUBLIC AUCTION.

GEO. P. LAMMERT,
AUCTIONEER, SHARE &
GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on **SATURDAY, the 18th July 1914** commencing at 11 a.m. at his Sales Rooms, Duddell Street.

A Portion of the Stock-in-Trade of a Well Known Tailor Shop.

comprising:—
148 Pairs BROWN and BLACK BOOTS and SHOES, BUCKSKIN SHOES, CANVAS and TENNIS SHOES, etc.

BATH ROBES, TOWELS, MOSQUITO NETTING, STRIP-ED and PLAIN PONGEES, LADIES' BLACK, WHITE and BROWN STOCKINGS, etc., etc.

On View from 10 a.m. to 12 p.m. on Friday, the 17th July.

Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions from W. Bued-ko Esq. to sell by Public Auction on

TUESDAY, the 21st July 1914, commencing at 11 a.m.

at his residence No. 5, Omsby Terrace, Kowloon.

A Quantity of Valuable Household Furniture.

On view from Monday, the 20th July.

Catalogue will be issued.
Terms: Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

CONSIGNEES

COMPAGNIE DES MES-
SAGERIES MARITIMES.

NOTICE

s.s. "AMAZONE."
Consignees of Cargo from Lon-
don ex. s.s. "M. loc."

Consignees of Cargo from
Bordeaux ex. s.s. "Villo de
Constantine."

In connection with above
Steamer are hereby informed that
their goods with the exception of
Opium, Treasure and Valuables
are being landed and stored at
their risks into the hazardous and
extra hazardous Godowns of
the Hongkong and Kowloon Wharf
& Godown Co., Ltd. at Kowloon
whence delivery may be obtained
immediately after landing.

Optional Cargo will be for-
warded on unless intimation is re-
ceived from the Consignees before
NOON TO-DAY, requesting it to
be landed here.

Bills of Lading will be coun-
tersigned by the Undersigned.
Goods remaining unclaimed after
the 20th July at Noon will be sub-
ject to rent and landing charges.

All claims must be sent in to
me on or before the 23rd July 1914
or they will not be recognized.

All damaged packages will be
examined on the 18th July at 10
a.m.

No Fire Insurance has been
effected.

P. THOMAS,
Agent.

Hongkong, 13th July, 1914.

TO SAIL

DOLLAR
STEAMSHIP LINE.

Proposed sailings for SAN
FRANCISCO & SAN PEDRO

s.s. "BESSIE" on or about
20th July.

Connection made with Salt
Lake Railway at San Pedro for
OVERLAND points. For rates,
space and further particulars
apply to

THE ROBERT DOLLAR CO.,
V. M. SMITH,
Manager.

Tel. 792. 3, Queen's Building.

Don't forget after the Show
oper. and Light Refreshments
"ALEXANDRA CAFE"

Open till midnight

HOTEL LISTS.

Hongkong Hotel.

Abraham, E. S. Lamb, Mrs. W. H.
Alport, C. M. Lampan, Mrs. and
Bate, E. R. Mrs. H. A.
Bell, C. D. J. Lampton, A.
Bell, Mrs. E. R. Lloyd, G. T.
Benn, G. A. Lobel, F.
Boman, S. R. Mackintosh, F. A.
Boylan, F. G. Marriott, Dr. O.
Bollmann, E. Matheson, Mrs. M.
Buck, W. M. Matheson, Mrs. R.
Cambridge, A. J. T.
Cardner, E. L. MacDonald, J.
Chilton, W. B. Mehta, B. K.
Chassen, H. Masooki, J.
Clayton, W. E. Meyer, C. E.
Cotton, Dr. L. E. Middleton, O. S.
Crawford, Mr. and Mrs. N. S.
Mrs. O. H. Moore, Dr. & Mrs. W.
Curry, G. P. L. B.
Davies, Mr. & Mrs. Moyer, P. J.
W. J. Mrs. W.
Douglas, D. S. B. Newson, D.
Droit, S. Pottier, S.
Dunlop, F. F. Powell, G. M.
Duffy, Miss M. E. Purvis, A.
Ehrenfeld, Mr. & Mrs. Ramsay, Mr. & Mrs.
H. C. R. A.
Fehr, H. Ray, E. H.
Frank, L. B. Ray, Miss F.
Frank, A. H. Rowell, J. P.
Gibb, J. Seddon, Mrs.
Grisolano, P. de St. Jacques, J. E.
Guernsey, Mr. & Mrs. Wm. F.
H. Sorby, V.
Hall, Capt. T. P. Spry, to Dr. F. F.
Handley, Pegg, H. Spicer, Mr. & Mrs. F.
Hawking, Lee, Lt. P. C. A.
Hawthorn, W. A. S. Sauer, Miss A.
Harper, G. Swift, Mr. & Mrs. C. H.
Heimann, P. Tozer, E. M.
Henderson, B. Walford, H.
Hewitt, Mr. & Mrs. Walker, Capt. H. A.
A. C. M. G. Warren, E. J. T.
Hunter, R. White, F. W.
Kerton, G. E. Walker, Mr. and
Ishiyama, T. M. F.
Jordan, A. B. Kennedy, Mr. & Mrs. Wm. Dr. L.
J. A. Wm. Dr. L.
Kingdon, R. C. H. Wood, G. G.
Knox, Capt. & Mrs. Wright, Mr. & Mrs. J.
Lambert, E. B.

Carlton Hotel.

Bullington, Mr. and Mrs. A. B.
Miss H. A. Lewis, F. S.
Barnes, C. Paul, S.
Cassidy, W. Pratt, Mr. & Mrs.
Chandler, A. C. R. A.
Cox, T. Russell, A.
Cronin, Lt. Geo. Silva, Mr. & Mrs.
Dennis, B. Sherbell, Mr. & Mrs.
Eades, W. J. Sutherland, Miss S.
Fletcher, O. W. Tal, Mrs.
Garrett, E. F. Walker, Mr. and Mrs.
Gladwell, T. A. F.
Greig, J. T. M. Watling, Mr. & Mrs.
Grady, A. C. D. O.
Hamer, A. J. Whalley, A. R.
Hart, botham, C. J. Williams, A.
Hollway, H. B. Wm. Dr. L.
Jackson, Mr. & Mrs. W. P. Wm. Dr. L.

King Edward Hotel.

Almberg, E. Laurison, Mr. & Mrs. C.
Austin, M. J. Malley, C. F.
Budge, W. Massey, Miss
B. S. J. H. McIntosh, A. J.
Cox, F. W. M. F. A.
Eoy. Murphy, H.
Gemmings, G. W. P. M. C. P. and
Hall, P. G. P. M. C. P. and
Hayner, H. O. Robb, T. H. K.
Hovenier, H. A. Sibree, Dr.
Jennings, A. H. P. Soper, C. H.
Joseph, J. Thompson, M. A.
Kardorp, D. W. T. W. J.
Korn, W. W. Waller, Dr. K.
Kraft, Mr. & Mrs. W. D. Watson, J. R.

Grand Hotel.

Abert, J. H. Laughlin
Baker, Lehmann, O.
Bee, Lucken
Ber, Matheson
Blackley, Mitchell
Bordwyns, N. R.
B. J. W. Odum
Cameron, Owen
Colman, Rimodur
Crest, Mr. & Mrs. Roggeveen
Dietz, Sander
Dillon, Maria, Sander
Esnault, Melle, Scott
Flaming, Mr. & Mrs. Shattock
Foster, Mr. & Mrs. Skimin
Garin, St. L.
Gibson, St. L.
Gough, St. L.
Hedden, St. L.
Hermann, Weissborn
Hicks, M. & Mrs. Weissman
Hilbert, Mr. & Mrs. White
Hosketter, White
Hau, Wilton, Dr.
Jacker, Wilton, Dr.
Jazone, Wilton, Dr.
Koyt, Dr. Wilton, Dr.
Kuhn, Wilton, Dr.
Knapton, Wilton, Dr.
Kunin, Wilton, Dr.
Langham, Dr. & Mrs. Yulin
Langley

Craigieburn.

Bennett, H. B. Hollingsworth, Mr.
Bond, W. C. & Mrs. A. H.
Brown, O. B. McCull, J.
Caldwell, Mr. McCall, Geo. A.
Caldwell, Mrs. Smith, Mrs. J. Grant
Clement, Mr. and Mrs. Smith, Mr. & Mrs.
Craw, Miss Iron, Grant
Craw, Miss Smith, Morton
Doyle, Mrs. Madison, Turner, G. F.
Galbraith, V. Wilson, Mr. and Mrs.
Harbord, W. F. Young, Wright, A. E.

ENTERTAINMENTS.

VICTORIA THEATRE.

9.15 To-night 9.15

The Dramatic Picture
"TOO LATE TO MEND"
IN 5 PARTS.

Also
The Latest Gaumont Graphic.

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ANTOINE FOURNIER

Champion of the Athletic World.

On Monday, 20th July 1914

The Challenged Wrestling Match between

"ANTOINE FOURNIER" The World's wrestler

and

"MIGUEL SCHERBELIS" The renowned wrestler.

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Commencing Wednesday 15th July.

the laughable comedy

"WIFFLES AND THE MILLIONAIRE"

In 3 Parts—Length 4,000 Feet.

"A LIGHTHOUSE IN DARKNESS"

a thrilling drama.

"PATHE'S BRITISH & AMERICAN WEEKLY"

Coming! Coming!

"ALBERT MORROW"—one of the

World's best Magicians.

NOTICE

THEATRE ROYAL
HONGKONG.

BANDMANN OPERA
COMPANY

Owing to delay in the arrival
of the s.s. ASSAYE, the perfor-
mance.

"THE MARRIAGE
MARKET."

TO-NIGHT,
HAS BEEN CANCELLED.

TO SAIL

THE "INDRA" LINE LTD.

For Boston & New York.

(with liberty to call at the
Malabar Coast)

THE Steamship

"INDRAKUALA"

Captain A. H. Smith, will be
despatched as above on Monday,
27th July.

This steamer has excellent
accommodation for a limited
number of saloon passengers.

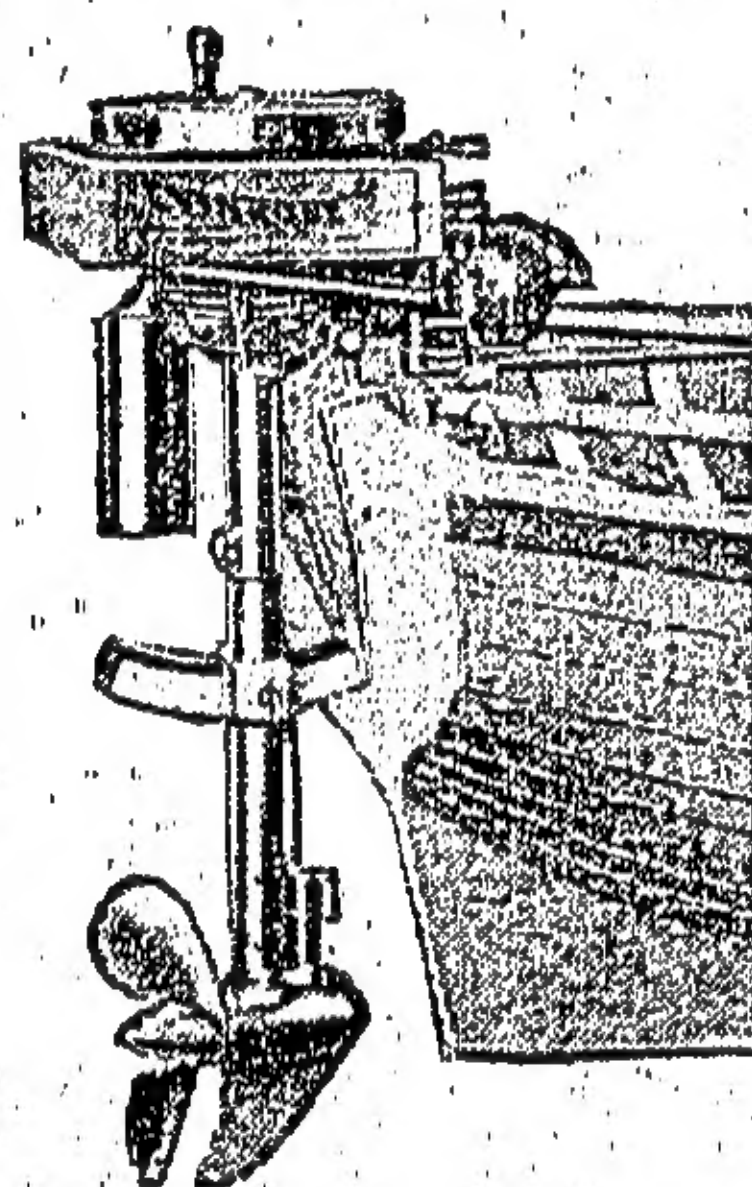
For Freight & passage, apply
to

JARDINE, MATHESON

& CO., LTD.

Agents.

Telephone No. 215, Sub. Ex. No. 9
Hongkong 3rd July, 1914.

EVINRUDE DETACHABLE
MOTOR.

1 1/2 H. P., 2—3 H. P., 3 1/2
5 H. P., with battery—or
magneto—ignition.

For particulars apply to

CARRELS, BOERNER & CO.,

Hongkong, King's Buildings,
3rd Floor.

Sole Agents for South China.

TO SAIL

"GLEN LINE"

(McGREGOR, GOW & Co.) Ltd.

For Glasgow & Rotterdam
The s.s. "GLENSTRAE"

(Capt. McGillivray) will be de-
patched for the above ports on or
about 27th July 1914

Saloon fare Hongkong/Glas-
gow £40.

For freight or passage, apply
to

SHEWAN, TOMES & Co.
Agents.

Hongkong, 18th June, 1914

NOTICE

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine V.M. SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) The WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valenoc (Drôme-France).
CALDERON, MACGREGOR & Co., Hongkong.

CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship

"BENGLOE."

From MIDDLESBRO.

LONDON AND STRAITS.

CONSIGNEES of Cargo are
hereby informed that all
Goods are being landed at their
risk into the hazardous and/or
extra hazardous Godowns of the
Hongkong and Kowloon Wharf
and Godown Co., Ltd. whence
and/or from the wharves delivery
may be obtained.

No claims will be admitted
after the Goods have left the
Godowns, and all Goods remain-
ing undelivered after the 23rd
inst., will be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 30th inst.,
or they will not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Go-
downs, where they will be ex-
amined on the 23rd inst., at
11 a.m.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 16th July, 1914.

PACIFIC MAIL STEAMSHIP
COMPANY.

FROM SAN FRANCISCO,
JAPAN PORTS AND MANILA.

s.s. "KOREA"

The above mentioned vessel
having arrived consignees of
cargo are hereby notified to send
in their bills of lading for coun-
tersignature and take immediate
delivery of cargo from Hongkong.

Cargo impeding discharge will be
landed immediately at consignees,
risk and expense.

Cargo remaining on board
Saturday, July 18th, 1914, at
5 p.m. will be subject to landing
charges and if undelivered Thurs-
day July 23rd, 1914, at noon will
be subject to both landing and
storage charges.

No Fire Insurance whatever
will be effected.

All claims and otherwise dam-
aged cargo will be examined at
the above Company's godown
July 23rd 1914, at 10 a.m.

No claim will be entertained
unless accompanied by short de-
livery note or list of exceptions
taken at the time of delivery to
consignees and signed for a.d. on
behalf of the Pacific Mail S.S. Co.

All claims must be filed on or
before August 16, 1914, other-
wise they will not be recognized.

R. C. MORTON,
Agent.

Hongkong, July 16th, 1914. [1133]

TO SAIL

THE AMERICAN & ORIENT-
AL LINE.

For Boston and New York via
Suez Canal.

(With liberty to call at the
Malabar Coast)

THE Steamship

"ROYAL PRINCE"

Captain Coull, will be despatched
as above on Wednesday, the 5th
August.

This Steamer has excellent
accommodation for a limited
number of Saloon passengers.

For freight and passage apply
to

JARNHOLD KARBURG & Co.
General Agents.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER SILL AT ORDINARY SPRING TIDES	RISE OF TIDE STRINGS FEET
KOWLOON				
No. 1 Dock, Kowloon	700'	160' top bottom	30'	7' 6"
No. 2 Dock, Kowloon	371'	74'	21' 6"	7' 6"
No. 3 Dock, Kowloon	254'	51'	18' 6"	7' 6"
Patent Slip, No. 1 Kowloon	240'	60'	18'	7' 6"
Patent Slip, No. 2 Kowloon	220'	60'	18'	7' 6"
TAI-KOK-TSUI				
Common Dock	465'	85'	20'	7' 6"
ABERDEEN				
Harbour Dock	450'	84'	18'	7'
Largest Dock	331'	64'	18'	7'

Please Address Enquiries to the Chief Manager,

R. M. DYER B.Sc., M.I.N. Kowloon Dock, Hongkong.

DO YOU OWN

A

GRAMOPHONE?

IF SO, YOU KNOW WHAT
YOU HAVE TO PAY FOR
RECORDS AND WILL
APPRECIATE THE OP-
PORTUNITY OF BUYING
AT LOW PRICES. WE
HAVE JUST ISSUED A
SPECIAL LIST. SEND
IN FOR ONE!

ROBINSON'S

BREWER & CO.

Pedder Street (Adjoining Hongkong Hotel, Main Entrance)
Telephone No. 606.

THE PATHWAY, by Gertrude Page.....	\$1.75	THINGS ALL SCOUTS SHOULD KNOW.....	80ct.
GOLD, by Stewart Edward White.....	1.75	SCOUTING GAMES, by Lt. Gen. Sir R. Baden Powell.....	80
THE HEIR TO THE THRONE, by A. W. Marchmont.....	1.75	SCOUTING FOR BOYS, by Lt. Gen. Sir R. Baden Powell.....	80ct.
FIREMEN HOT, by C. J. Cutcliffe Haynes.....	1.75	CARD TRICKS, by Prof. J. R. Hoffmann.....	80ct.
THE RED VIRGIN, by J. Frederick T. Loner.....	1.75	DRAWING ROOM CONJURING, by Professor Hoffmann.....	80ct.
FRIVOLE, by Kate Hord.....	1.75	THREE MEN ON THE BUMMEL, by Jerome K. Jerome.....	80ct.
FULL SWING, by Frank Danby.....	1.75	FATAL FINGERS, by William Le Queux.....	80ct.
DODD THE SECOND, by E. F. Benson.....	1.75	THE STORY OF MY LIFE, by E. F. Benson.....	80ct.
TWO WOMEN, by Max Pemberton.....	1.75	THE RED SAINT, by Warwick Deeping.....	80ct.

NEW SIXPENNY NOVELS 4 FOR \$1.00

MAKE IT A HABIT---USE REGULARLY.

Perfect sanitation being so necessary for health, disinfection is
imperative. Make a practice of using IZAL every day—just a
little, diluted with water—pouring it down drains, sinks and w.c.'s
and sprinkling it in dustbins or other harbours of filth. Get IZAL,
because it positively kills disease
germs, stops infection and instantly
removes bad smells.
IZAL—the guaranteed disinfectant
of unrivalled strength—is the pioneer
modern high power germicide.
Officially adopted throughout the
British Empire.

Mixes equally well with salt, brackish
or fresh water.

Write for Free Booklets—"Practical
Disinfection"

Commercial.

Java Sugar Industry.

In the story of the Java sugar industry, a Dutch writer observes that it has had to struggle with unfavourable circumstances for a very long time, but has emerged triumphant from its trials, through the energy, enterprise and confidence of those who had undertaken the work, so that this industry, which appeared to be condemned to destruction, was gradually given life, till now it has become a bright example of how a tropical agricultural industry may be forced into life and prosperity. After the gradual withdrawal began in 1870 of the direct Government interest in the sugar industry, which became almost completely by the year 1888, the progress in the cultivation of sugar cane was remarkably slow, but steady. The surface planted with cane in the year 1898 was 42,951 hectares. Each year showed an increase up to 1895, with its 77,033 hectares. There was an important decline in 1896 to 73,993 hectares, then uninterrupted progress till 1902, when the surface planted with sugar cane amounted to 104,167 hectares. Then, after another relatively small decrease to 101,754 hectares, the progress became steady and uninterrupted, till in the year 1912 it reached 140,303 hectares.

The Cotton Industry.

Paris, June 16.
At the close of the meetings of the International Cotton Committee in Paris, Sir Charles Macara issued a comprehensive statement on the present position and prospects of the cotton industry in Europe, America, and India, the information being obtained direct from the members of the committee. The report says:—I do not think the outlook was ever blacker all round, though the cotton crop has resumed huge dimensions, and though there never was a larger number of mills or the capacity for a larger output. In England the spinners of the finer counts are still making a profit, or, at any rate, are holding their own, but the bulk of the trade is suffering from depression as severe as was ever known. Large sums of money are being lost. Owing to the variety of the interests concerned we cannot get organized short time at present, though we have made two efforts in that direction, and though there is a reasonable hope that if restriction of output were regulated on a scientific basis there would never be any dangerous bad trade. Much injury has been done by the building of an excessive number of new mills by people outside the trade, an obviously foolish proceeding at the present time.

In Germany business is dull and the output has been decreased. The fact that manufacturers have had to pay higher prices for yarn in a falling market for cloth has necessarily restricted trade. France is one of the few countries that presents a hopeful report. Employment is better than it was, and though spinners are not yet able to announce that they are securing profitable margins, at any rate they are no longer working at a loss. In Austria 10 or 15 per cent. of the looms are idle. Owing to the crushing effect on commerce of the Balkan war the Austrian spinners had to look for markets in other parts of Europe, and many of them, finding that the production of American yarn was not profitable, have changed to East Indian. Latterly they have found Constantinople a good market, though they fear that the accumulations of cloth there are now very large. Russia reports that for a long time business has had to be done on a very small margin of profit, or with no profit at all. The outlook, however, is more hopeful, especially if producers of cloth will lend themselves freely to the changing conditions of the market. In Italy from 8 to 10 per cent. of the spindles are stopped, their owners being compensated for by other firms in the trade. By these means over-production has been ended, and though profitable business has not been secured there is no longer any serious loss. The restriction will continue. Italy's action is an object lesson to the whole trade. The

Spanish spinners present a gloomy report, due to the advance in the price of cotton and the lowering of the price of yarn. They have also had labour troubles to face, and have before them a prospect of the reduction of the working hours from 56 a week to 60. In Portugal things are very bad indeed, both in the spinning and in the weaving departments. Some of the mills are working half time, and there is no early prospect of a change for the better. Belgium also reports that the outlook is far from prosperous. India complains of the large importation of Manchester goods during the last two years. It has been largely in excess of requirements, with the result that stocks have accumulated. Cotton was fairly cheap owing to the record crop, and there was no shortage of labour, due to the famine driving the people from the fields to the mills, but the demand was not good, by reason of the lack of money and the unsettled state of China. From the United States came a report of considerable depression, and the running of short time on a large scale. Sir Charles added that events prove that no single country can regulate an industry as vast as the cotton industry, and that as crises arise the only way to meet them with a prospect of avoiding heavy losses to both employers and employed was by organized restriction of production.—Times.

The World's Silk.
The syndicate of the Lyons silk dealers has published a preliminary statement of the world's silk production in 1913. According to this statement, the production in Western Europe amounted to 4,235,000 kilogrammes, against 4,982,000 kilogrammes in the preceding year. In Central Asia and Asia Minor the production was 2,270,000 kilogrammes, against 2,223,000 kilogrammes, and in the Far East the production of raw silk is calculated at 20,545,000 kilogrammes. The total for the world is estimated at 27,050,000 kilogrammes, against 26,985,000 kilogrammes in 1912. Although the world's production of silk last year, contrary to expectations, was somewhat larger than in 1912, this had but little effect on the European market, since, after all, in the European-producing centres, excepting Spain, Hungary, Croatia and Slavonia, the preparation of crude silk resulted in a considerable deficit. The minus production was particularly felt in Italy, which is the greatest raw silk-producing country, and produced 3,540,000 kilogrammes, against 4,105,000 kilogrammes. The increased importation of silk from the Far East neutralised to some extent the deficit in Europe, but did not do so completely. The reduction in crude silk, on the one hand, and the natural increase in the demand by Western European industries on the other, had their effect on the stocks, which were very low down at the end of the campaign.

Philippine Judges Appointed.
Washington, June 11.—Gov. Gen. Harrison, of the Philippines, to-day informed the Bureau of Insular Affairs of the War Department that the nominations and appointments under the bill adopted at the last session of the Philippine Legislature reorganizing the Courts of First Instance and of Land registration, and which increased the number of judges from 29 to 36, had been made to take effect July 1. He also advised that he had reappointed all of the present judges, who were removed under a provision of the bill, and had made the additional appointments to fill out the complement provided for. The new judges are William M. Connor, City Attorney of Manila; J. R. Burgett, Assistant Attorney-General, and the following:—Andres Borromeo, of Cebu; Fernando Salas, of Rizal; Cayetano Lukban, of Cagayan and Isabela; Tomas Floridela, of Ambos Camarines; and Manuel Del Rosario, of Albay. The following three attorneys, not now in the Government service, also were appointed:—Vicente Miranda, Fermín Mariano, and Hermógenes Reyes. Richard Campbell, George R. Harvey, James A. Ostrand, and Simplicio del Rosario were the judges assigned to the Court of First Instance of the city of Manila.

TO SAIL.

ORIENTAL-AFRICAN LINE

For Singapore, Mauritius and South African Ports.

THE Steamship

"SALAMIS"
4509 tons, Captain D. A. Gardiner, will be despatched as above on Friday, 24th July, at noon.

For rates of Freight and Passage apply to:

The Bank Line Ltd.
Managing Agent.

Regular Steamship Service

Proposed Sailing from Hongkong For BOSTON & NEW YORK S.S. "MUNCAS" on or about "TER CASTLE" 18th July.

For Freight and further information apply to:

DODWELL & CO., LTD.
Agents.
Hongkong, June 4th, 1914.

PUBLIC COMPANIES

NOTICE.

THE HONGKONG LAND INVESTMENT & AGENCY Company, Limited.
An Interim Dividend of Three and half Dollars per share for the six months ending 30th June, 1914 will be payable on Tuesday 28th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday the 21st July to Tuesday the 28th July (both days inclusive) during which period no transfer of shares can be registered. By order of the Board of Directors.
W. A. SHELTON HOOPER, Secretary.
Hongkong, 14th July, 1914.

NOTICE.

THE WESTPOINT BUILDING Company, Limited.

An Interim Dividend of Two Dollars per share for the six months ending 30th June, 1914 will be payable on Tuesday 28th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday the 21st July to Tuesday the 28th July (both days inclusive) during which period no transfer of shares can be registered. By order of the Board of Directors.
A. SHELTON HOOPER, Secretary to the HONGKONG LAND INVESTMENT & AGENCY Company, Limited.
General Agents for the WEST POINT BUILDING Company, Limited.
Hongkong, 14th July, 1914.

NOTICES.

HONGKONG GYMKHANA CLUB.

THE THIRD GYMKHANA MEETING OF THE Season

will be held at Happy Valley on Saturday, the 18th July, 1914, commencing at 3.15 p.m. The Charge for Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club. Soldiers and Sailors in uniform half price. The Committee invite the Ladies of Hongkong to be present.
Hongkong, 8th July, 1914.

NOTICE.

THE HONGKONG CENTRAL ESTATE LTD.

NOTICE is hereby given that the Statutory Meeting of Shareholders of this Company will be held at the Offices of the General Managers at NOON on MONDAY 27th inst. instead of as previously notified.

By Order,
A. SHELTON HOOPER, Secretary to the Hongkong Land Investment & Agency Company, Ltd.
General Managers.
Hongkong, 6th July, 1914.

BANKS

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York.
London Office: 16, Bishopsgate, E.C.

BRANCHES:

Bombay, Calcutta, Canton, Cebu, Hankow, Hongkong, Kobe, Manila, Peking, Shanghai, Yokohama.

Capital and Surplus: Gold \$10,000,000.

EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, and for one year at 4 1/2 per annum, or for shorter periods, at rates, which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

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BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital: \$15,000,000.
RESERVE FUNDS:
Sterling: £1,500,000 at 21/==
Silver: \$15,000,000
Silver: \$17,650,000

Reserve Liability: \$32,650,000

Proprietors: \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. D. Landale, Chairman.
W. J. Patterson, Esq., Deputy Chairman.

S. H. Dodwell, Esq., G. T. M. Edkins, Esq., C. S. Gubbay, Esq., P. H. Holyoak, Esq., C. Landgraf, Esq., F. Lieb, Esq., J. A. Plummer, Esq., Hon. Mr. E. Shellim, H. A. Siebs, Esq., Ad. Widmann, Esq.

CHIEF MANAGER: Hongkong—N. J. Stabb

ACTING MANAGER: Shanghai—J. D. Smart.

London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed: On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

A. G. STEPHEN, Acting Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed at the minimum monthly balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation, A. G. STEPHEN, Acting Chief Manager.

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up: Sh. Tael 7,500,000

Head Office:—Shanghai.

Board of Directors:—Berlin.

Branches: Berlin, Calcutta, Canton, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

LONDON BANKERS: Messrs. N. M. Rothschild & Sons, The Union of London and Smith's Bank, Limited.

Deutsche Bank (Berlin), London Agency.

Direction der Disconto Gesellschaft.

Dresdener Bank.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

MAX GUTSCHKOW, Manager.

Hongkong, 8th Oct. 1911.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital: \$1,500,000

Subscribed: 1,125,000

Paid Up: 562,500

Reserve Fund: 465,000

BANKERS: Bank of England, London Joint Stock Bank, Limited.

Every description of Exchange business transacted.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

THE ALEXANDRA CAFE

Cannot be Beaten, if Equalled, For Bread, Cakes, Confectionery and meals with Wines & Liquors.

EXCHANGE.

Selling	T/T Marks
T/T Demand 1/10 1/8	189
T/T Demand 1/10 3/16	189 1/2
30 d/s 1/10 1/4	232
60 d/s 1/10 1/4	On Haiphong 6 1/4 p.m.
4 m/s 1/10 1/4	On Saigon 6
T/T Shanghai 74 1/2	On Bangkok 33 1/2
Private 30 d/s sight S'hai 75 1/2	Buying.
T/T Singapore 75 1/2	4 m/s L/C 1/10 1/2
T/T Japan 90 1/2	4 m/s D/P 1/10 5/8
T/T India 138 1/2	6 m/s L/C 1/10 11/16
Demand India 138 1/2	30 d/s S'hai & Melbourne 10 3/4
T/T Bombay 138 1/2	Demand India 138 1/2
Demand Bombay 138 1/2	4 m/s Marks 193 1/2
T/T Calcutta 138 1/2	4 m/s S'hai 237
Demand Calcutta 138 1/2	5 m/s do 239
Demand Manila 90 1/2	Bar Silver ready 25 3/8
T/T San F'co & New York 44 1/2	forward 25 7/16
Demand, New York 45	Gold Leaf per tael 56.10
T/T Java 111 5/8	Bank of England rate 37
	Sovereign 10.70

Subsidiary Coins.

Discount per \$100: Chinese 20 cts. placed \$10 7/8

Chinese 100 " \$11 1/8

Hongkong 20 " \$9

Hongkong 10 " \$9 3/4

TO-DAY'S SHARE REPORT.

S-SELLERS SA-SALES B-BUYERS N-NOMINAL

Stocks & Paid of Value. Closing Quotation.

Hongkong & S'hai \$125 \$255 b.

Cantons \$50 \$17 1/2 b.

North China \$5 \$140 b.

Unions \$100 \$790 b.

Yangtzes \$50 \$194

China Fires \$20 \$155 b.

Hongkong Fires \$50 \$395 b.

China & Manilla \$25 \$9 s.

Douglas Steamship \$50 \$31 b.

Steamboats \$15 \$28 b.

Indo-China (Preferred) \$5 \$60

(Deferred) \$5 \$60

"Shell" Transports \$1 \$21 b.

"Star Ferry" \$10 \$46 b.

China Sugars \$100 \$79 b.

Luzon Sugars \$100 \$28 s.

Chinese Engineerings \$137 1/2

Tronohs \$1 30/ b.

Rauhs \$1 33 b.

Kowloon Wharfs \$50 \$84 b.

H.K. & W'poa Doors \$50 \$62 b.

Shanghai Rocks T. 100 T. 60 b.

Hongkong Wharfs T. 103 T. 91 b.

Anglo-French Lands T. 100 T. 91 b.

H'kong Central E'tes \$100 \$102 b.

Hongkong Hotels \$50 \$127 b.

Hongkong Lands \$100 \$117 b.

Humphreys Estates \$10 \$72 b.

Kowloon Lands \$30 \$44 b.

Shanghai Lands T. 30 T. 92 b.

K.O.Y.L.I. BOXING.

Good Evening's Sport at Singapore.

The second half of the boxing tournament at Tangle Barracks was concluded in the Tivoli Theatre last evening, says the *Singapore Free Press* of July 10, before a large and enthusiastic gathering. As on the previous evening the contests were divided into two classes, "A" and "B." Men who had previously fought came in the former and men who were novices were grouped under the latter. There were some 13 bouts, with a single exception of three rounds. About half of these were between men relegated to class "B." The fighting in both classes was of an excellent order. Special interest was shown in the class "B" contests, which were keenly fought, the men exhibiting a keen desire to figure in future tournaments.

The officials were: Referee, Capt. H. K. Hughes; Judges, Messrs R. Braddell and Fulcher; Timekeeper, Coy. Sgt. Major A. Robinson; and M.C., Sgt. Major G. Lewis.

The programme was gone through as follows:—

Class A. L. Lewis K.O.Y. L.I. 9.4 v Pte. Walker K.O.Y. L.I. 9.4.

Both men went slowly in this bout, so much so that the referee stopped the fight.

Class B. Pte. Phillips, K.O.Y. L.I. 10.9 v. Gnr. Marsh R.G.A. 10.9.

This was a whirlwind encounter during which each took heavy punishment. In the last round Phillips went to the boards repeatedly and Marsh was given the victory.

Class A. Pte. Callery K.O.Y. L.I. 8.7 v. Pte. Strange, K.O.Y. L.I. 8.11.

Both men fought well and were so evenly matched that an extra round was ordered. In this round Strange won a capital bout.

Class B. Pte. Lambert, K.O.Y. L.I. 10.6 v. Gnr. Smith, R.G.A. 10.8.

Smith had the longer reach, but the K.O.Y. L.I. was more clever and hit hard. In the second round Smith gave up and retired with a damaged eye.

Class A. Pte. Amory, K.O.Y. L.I. 10.5 v. Pte. Baker, K.O.Y. L.I. 10.6.

These two fought gamely. Amory was the stronger and used his weight, but Baker was quicker and more scientific. The latter won on points.

Class B. Pte. Moran, K.O.Y. L.I. 9.12 v. L/c Page K.O.Y. L.I. 9.12.

Moran had a good style. Page got in some good swinging blows but was knocked out by a useful solar plexus punch.

Class B. Pte. Way, K.O.Y. L.I. 8.4 v. Boy Norman, K.O.Y. L.I. 8.2.

Norman gave a very plucky exhibition and secured a popular victory.

Class A. Cpl. McMillan, K. O. Y. L. I. 10.10 v. Pte. Platts, K. O. Y. L. I. 10.6.

McMillan got the best of a very warm fight.

Class A. Pte. Miller, K.O.Y. L.I. 9.13 v. L/c Wragg, K. O. Y. L. I. 10.4.

A rather unattractive struggle won by Miller.

Class B. Pte. Martin, K.O.Y. L.I.

11.4 v Gnr. Miller, R. G. A. 11.3. In the first round Martin knocked his opponent out with a straight left to point.

Class B. Pte. Digby K.O.Y. L.I. 10.7 v. Pte. Drake, K. O. Y. L. I. 10.6.

Drake was the more scientific and won on points.

Pte. Pike, K.O.Y. L.I. 8.6 v Pte. Steeples, K. O. Y. L. I. 8.4.

Class A. Six Round Contest between Cpl. Marriott 10.11 and Pte. Wilson 10.12. This opened steadily, but warmed up after the first round. The boxers were very evenly matched and in splendid condition. Although Marriott had the advantage of reach the exchanges were equal throughout six rounds and the match ended in a draw.

The promoters of the K.O.Y. L.I. boxing tournaments are endeavouring to make them regular quarterly fixtures. In order to dispel any misunderstanding that may exist on the subject they are anxious that it should be clearly understood that civilians are heartily welcome at the contests and will always be provided with comfortable accommodation. Arrangements are being made for contests of special interest in the near future which will include some between Garrison men and the crews of war vessels visiting Singapore.

Motor-Car Accident at Chobham.

A taxicab conveying a party of racegoers from Brighton to Ascot races collided, on June 17, with a motor-car containing Lord Forester and his valet, who were travelling to London.

The vehicles met at cross-roads at Chobham, and the car, which was badly damaged, was overturned by the force of the collision. The occupants of the taxicab were uninjured, but Lord Forester was badly bruised and shaken. His valet, more seriously hurt, was taken to the hospital of the Gordon Boys' Home, Chobham.

A Meritorious Act.

Washington, June 8.—Second Lieutenant F. H. Houston, of the 38th Infantry, at Vera Cruz, last night shot a drunken Mexican who was interfering with the Mexican police. When Lieut. Houston attempted to arrest him, the native cut him with a knife, whereupon the young American officer killed him. Reporting the occurrence to the war department to-day, General Funston said: "Lieutenant Houston's act is considered meritorious, and killing his assailant entirely justifiable, and no further action is considered necessary."

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POST OFFICE.

The Siberia, with the American Mail, is due to arrive here on Saturday, the 25th inst.

MAILS DUE. American, Siberia, 25th inst.

MAILS CLOSE TO-DAY. Hainan, Fakhel & Hainan—Per C. DIEDERICHSEN, 17th inst., 5 p.m.

TO-MORROW. Hongkong—Per PHUYEN, 18th inst., 8 a.m.

Siberian Mail. Shanghai, North China and Japan via Kobe (Europe via Siberia)—Per CEYLON M., 18th July, 10 a.m.

(To make connection with the Tientsin-Pukow Railway, closing at Shanghai at 8.30 p.m. on Thursday, the 23rd July.)

Straits, Borneo, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi (Late Letters 11 a.m. to noon. Extra Postage 10 cents.) (Supplementary mail on board ship to be time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—The Parcel mail will be closed on Friday the 17th July, 5 p.m.—Per ASSAYE, 18th July, 11 a.m.

Straits & India via Calcutta—Per KUTSANG, 18th July, 11 a.m.

Philippine Is.—Per LOONGSANG, 18th July, 1 p.m.

Manzanillo, Mexico, Callao, Peru, Iquique & Chile—Per MEXICO CITY, 18th inst., 3 p.m.

Salmon—Per BOURBON, 18th inst., 3 p.m.

Siberian Mail. Shanghai and North China (Europe via Siberia)—Per YINGCHOW, 18th July, 5 p.m.

(To make connection with the Tientsin-Pukow Railway, closing at Shanghai at 8.30 p.m. on Thursday, the 23rd July.)

Swatow, Amoy, Ningpo, Shanghai & North China—Per HANYANG, 18th inst., 5 p.m.

Straits—Per KOEBER, 18th inst., 5 p.m.

SUNDAY, 19th July. Swatow—Per HAIMUN 19th July, 9 a.m.

Shanghai & North China—Per YINGCHOW, 19th inst., 9 a.m.

MONDAY, 20th July. Japan via Yokohama—Per FOOKSANG, 20th inst., 11 a.m.

Sandakan—Per HINSANG, 20th inst., 11 a.m.

Swatow, Amoy & Fookchow—Per KAIJO MARU, 20th July, 1 p.m.

TUESDAY, 21st July. Philippine Is.—Per TEAN, 21st July, 3 p.m.

Amoy and Fookchow—Per HAICHING, 21st July, 10 a.m.

Swatow—Per FANAN, 21st inst., 10 a.m.

Shanghai & N. China, Japan via Nagasaki, Vancouver, Canada, United States, S. America, via San Francisco (Europe via Siberia)—Per E. OF INDIA, 21st inst., 11 a.m.

Swatow, Amoy, Fookchow via Tamsui—Per DAIGIMARU, 21st inst., 1 p.m.

WEDNESDAY, 22nd July. Holchow, Hainan & Fakhel—Per KALFONG, 22nd inst., 8 a.m.

Shanghai & N. China—Per CHOYSANG, 22nd inst., 10 a.m.

Swatow—Per HAIMUN 22nd inst., 10 a.m.

Straits, Batavia, Cherbon, Samarang & Sourabaya—Per BANRI-M, 22nd inst., 11 a.m.

Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria & Tacoma—CANADA MARU, 22nd inst., 3 p.m.

THURSDAY, 23rd July. Wal-hai-wai, Chefoo & Tientsin—Per KUEICHO, 23rd July, 9 a.m.

Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Honolulu, United States, South America and Canada via S. Francisco (Europe via Siberia)—Per KOREA, 23rd July, 11 a.m.

(To make connection with the Tientsin-Pukow Railway, closing at Shanghai at 8.30 p.m. on Monday, the 27th July.)

Shanghai, N. China & Japan via Kobe—Per G. APAR, 23rd July, 3 p.m.

Shanghai & N. China—Per ANHUI, 23rd inst., 5 p.m.

FRIDAY, 24th July. Swatow, Amoy & Fookchow—Per HAIYANG, 24th inst., 10 a.m.

SATURDAY, 25th July. Philippine Is.—Per YUENSANG, 25th July, 1 p.m.

Siberian Mail. Shanghai and North China (Europe via Siberia)—Per KACHOW, 25th inst., 5 p.m.

TUESDAY 28th July. Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 a.m. to noon. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.—Per ATLANTIQUE, 28th inst., 11 a.m.

Philippine Is.—Per ORINHUA, 28th inst., 3 p.m.

Formosa via Keelung, Shanghai, N. China & Japan via Moli, Victoria, B.C. & Seattle, Washington—Per KUMANO M., 28th July, 4 p.m.

WEDNESDAY, 29th July. Straits & Ceylon—Per IYO MARU, 29th inst., 9 a.m.

SHIPPING NEWS.

ARRIVED.

Bengalee, Br. ss. 1,033, W. A. Guy, 16th inst.—10th inst. Gen.—G. L. & Co.

Ceylon Maru, Jap. ss. 3,142, T. Naguchi, 17th inst.—Singapore, 11th inst. Gen.—N. Y. K.

Den of Ruthven, Br. ss. 3,116, W. Stewart, 17th inst.—Shanghai, 13th inst. Gen.—J. M. & Co.

E. of India, Br. ss. 5,940, 17th inst.—Vancouver, 25th ult., Gen.—C. P. R.

Haimun, Br. ss. 641, Stewart, 17th inst.—Swatow, 16th inst. Gen.—D. L. & Co.

Inverclyde, Br. ss. 2,950, D. Mansfield, 16th inst.—New York, Gen.—J. M. & Co.

Mackinaw, Am. ss. 3,000, W. G. Krebs, 16th inst.—Saigon, 12th inst. Rice—Order.

Nelous, Br. ss. 6,684, D. Maclean, 16th inst.—Singapore, 12th inst. Gen.—B. & S.

Rajah, 2,028, C. Rosier, 17th inst.—Sandakan, 17th inst. Timber & Gen.—M. & Co.

Selun, Norw. ss. 865, D. Havbrander, 16th inst.—Bangkok, 8th inst. Rice—T. & Co.

Tean, Br. ss. 1,351, J. V. Sildford, 17th inst.—Manila, 14th inst. Gen.—B. & S.

Yingchow, Br. ss. 1,320, E. L. Jones, 17th inst.—Shanghai, 12th inst. Gen.—B. & S.

DEPARTED.

July 16.

Dilwara for Kobe via Moli

Haimun for Swatow

Kolya for Wyndham via Subotic

Glendalough for Singapore via Amoy

Luchow for Shanghai

Devanah for Java Ports via Saigon

Hue for Haiphong via K. C. Wan

CLEARANCES AT THE HARBOUR OFFICE.

July 16.

Laertes for Saigon

July 17.

Kulikang for Newchwang via Chefoo

Bengalee for Yokohama via Nagasaki

Choyang for Shanghai via Swatow

Yingchow for Canton

Haijun Maru for Saigon

Taiyo Maru for Canton

Kanabiki for San Francisco

Nelous for Yokohama via Shanghai

Wongkol for Singapore via Swatow

Haikin for Bangkok

Ceylon Maru for Yokohama via Shanghai

C. Diederichsen for Haiphong via H'how

Fooking for Saigon

PASSENGERS ARRIVED.

Per a.s. E. of India from Vancouver etc.

Per B.C. Morgan, C. Thompson, Miss G. Dodd, L. F. Burgess, M. Sanchez, L. Lucero, T. Tennant, Mr. & Mrs. J. Schuldt, Mr. & Mrs. Beveridge, W. Beveridge, Y. Koga, G. W. Woodhouse, W. B. Walker, E. Black, S. Fong-tan, Ng Yuen, Chow Sui, Mr. & Mrs. Lee, Shih-cho, Mrs. Arnold, Mrs. Joseph, Miss L. L. Clayton, Miss E. P. Brown, Hugh Kwai-nan, Wing Look, X. Woo, Lay Sun-jui, Ching Sai, Woo Choo-sai.

Per a.s. Tean from Manila—Capt. T. O. Austin.

SHIPS PASSED THE CANAL.

METEOROLOGICAL.

Previous Day On date On date

Barometer 29.71 29.70 29.71

Temperature 85 85 85

Humidity 77 82 84

Wind Direction SSE ESE E

Force 1 2 4

Weather 0 or 253

Rain 2.53

Highest open air temperature on the 16th 85

Lowest " " " " " "

H. K. Observatory, 17th July.

T. F. CLAXTON, Director.

WEATHER REPORT.

On the 17th at 12.10—Pressure is still highest from the Bonins to S. Japan. The increase of pressure over Tongking has not continued. The depression has deepened and moved eastward. It is now central over the Gulf of Tongking.

A depression is approaching the Ballintang Channel from eastward. At 6 a.m. this morning the centre was in about latitude 18° S. and longitude 129° E.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.35 inches

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

1 Hongkong and Neighbourhood. E. winds, fresh to moderate; rain, clearing later.

2 Formosa Channel. Variable winds, moderate.

3 South coast of China between H.K. and Lamook. The same as No. 2.

4 South coast of China between H.K. and Hainan. S.E. winds, fresh.

China Coast Meteorological Register.

17th July, a.m.

Station Hour Barometer Temperature Humidity Wind Force Weather

W'ntook 7a 29.69 66 88 1 0

Nemuro 6a 29.83 88 1 1

Edokado 29.83 88 1 1

Tokio 29.83 88 1 1

Kochi 29.83 88 1 1

Nagasaki 29.83 88 1 1

Osaka 29.83 88 1 1

Yokohama 29.83 88 1 1

Shanghai 29.79 77 80 3 8

Guthrie 29.72 78 80 4 8

Sharp P. 29.75 80 8 1 b

Amoy 29.74 77 91 0 c

Swatow 29.74 77 91 0 c

Taihou 5a 29.54 77 88 2 0

Taihou 5a 29.52 82 88 2 c

Canton 6a 29.68 77 91 2 0

H'kong 6a 29.70 78 92 2 0

Gap Rock 29.67 80 88 2 0

Wuchow 29.66 76 88 2 0

Fakhel 6a 29.54 77 88 2 0

Holchow 6a 29.52 82 88 2 c

Canton 6a 29.75 74 88 1 b

Amoy 29.77 74 88 1 b

Legaspi 29.78 74 88 1 b

Dolo 29.87 81 88 1 b

Bacool 29.85 88 88 1 0

Cebu 29.89 86 88 1 0

Labuan 29.89 86 88 1 0

T. F. CLAXTON, Director.

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ual Ports of Call Capt. G. J. Coldwell 18th July. Freight & P'sage

LONDON & ANTWERP via Singapore, Penang, C'mbo, Port Said, & Marseilles ... Nagoya Capt. W. H. Sweny about 22nd July. Freight & P'sage

SHANGHAI ... Devanha Capt. W. R. Hickey d'light 17th July. Freight & P'sage

SHANGHAI, MOJI, KOBE AND YOKO-HAMA ... Capt. G. W. Cockman about 23rd July. Freight & P'sage

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Hongkong, 16th July, 1914

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NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, A'WERP & H'BURG Kleist Capt. L. Maass 17,000 WEDNES, 22nd July, 10 a.m.

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA Yorck Capt. T. Loesser 17,000 About WEDNES, 22nd July.